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PRINTING OF ALL KINDS at the most moderate prices at THE "DAILY PRESS" OFFICE. All proofs are read and all work superintended by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given.

Hongkong Daily Press.

GOLD MEDALS PARIS 1878 for Highest Quality. JOSEPH GILLOTT'S PENS. The Only Award, Chicago, 1893. Nonpareils 048, 303, 290. Barrs Pens, 332, 909, 267, 166. Ship Pens, 332, 908, 267, 166, 404, 2,000. In Fine, Medium, and Broad Points. THE NEW TURNED-UP POINT, 1632. [628

ESTABLISHED 1864.

No. 12,690 號十九百六千二萬壹第 HONGKONG, FRIDAY, OCTOBER 28, 1898. 十月廿九日 五禮拜 PRICE $24 PER MONTH.

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address PRESS. A.B.C. Code. P.O. Box 20. Telephone No. 12.

NEW ADVERTISEMENTS

KOWLOON EXTENSION.

JUST RECEIVED.

A NEW MAP of HONGKONG, KOWLOON and ADJACENT TERRITORIES shewing the Boundary under the New Convention, with the Towns, Villages, &c. Prepared from Authoritative sources and printed in colours. Price $1.

Daily Press Office.

Hongkong, 28th October, 1898. [2319

PUBLIC SALE.

IN BANKRUPTCY.

RE HANS VON BROEN.

THE "TIENTSIN HOTEL," formerly "GLOBE HOTEL," situated on the Bund of the British Concession at Tientsin, will be sold by PUBLIC AUCTION on THURSDAY, the 1st December, at 10 A.M. on the premises. Hotel buildings not included in sale, but lease for same to be continued for a term of 3 years at a monthly rent of $100; further arrangements easy. The Hotel contains 11 Guest Rooms, Dining Room, Bar Room with Billiards, Saloon, Private Rooms, and Dependencies, and has been completely newly furnished lately. Bidders will have to make a deposit of Tls.500 in the German Consulate, Tientsin. The Hotel can be viewed on application to the Undersigned.

A. FORKE, Assignee.

Tientsin, 18th October.

2323] German Consulate.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, ON MONDAY, the 31st October, 1898, at 2.30 P.M. at his Sales Rooms, Duddell Street, A QUANTITY OF HOUSEHOLD FURNITURE OF EVERY DESCRIPTION. (Full Particulars can be seen from Catalogues). AND ONE DOUBLE-BARRELLED GUN, by W. J. JEFFREY & Co. (quite new). ALSO, SUNDRY BICYCLES (New and Second Hand), including One "ELSWICK" MACHINE. On View on day of Sale. TERMS.—As Customary.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 28th October, 1898. [2320

W. BREWER & CO.

JUST RECEIVED.

JAPANESE HAND-PAINTED. CHINESE RICE PAPER and PIDGIN ENGLISH. [Home Mails leave Nov. 19th, 26th, and Dec. 3rd for Christmas and New Year.]

NEW BOOKS AND NEW EDITIONS.

Spurgeon's Autobiography	$ 6.50
Brassey's Naval Annual	7.50
To Klondyke and Back, by Sacristan	2.50
A Literary History of India, by Fraser	8.50
Hoyle's Games modernised	70 cents to 1.00
Health Notes, Phipson	1.25
On the Cars and Off, by Sladen	4.50
Russia's Sea Power, by Clark	3.50
Confound that Boy! A Manual of Office Routine	0.70
British Pharmacopœia, 1898	6.50
Light Side of Cricket	2.00
Golden Ruin, by Nat Gould	1.25

QUEEN'S ROAD, Under HONGKONG HOTEL. [26

FOR THE MAIL.

THE HONGKONG WEEKLY PRESS will be ready to-morrow and will contain:—

Leading Articles:—
Sovereignty over the Kowloon Concession.
Mr. Stead on Sir Claude M'Donald.
Piracy on the Kwangtung Waterways.
Affairs in Thibet.
The Japanese Yen in the Straits.
Alleged Atrocities of the Philippine Insurgents.
Supreme Court.
The Volunteers in Camp.
Riot at Canton.
Princess Henry of Prussia's Visit.
Probable Revision of the Chinese Tariff.
Affairs at Alassia.
The Halong's Trial Trip.
Shanghai Engineering, Shipbuilding and Dock Co., Limited.
Fanbo.
North China Insurance Co., Limited.
Oliver's Freehold Mines, Limited.
Dairy Farm Co., Limited.
Cricket.
Hongkong Rifle Association.
Football.
Correspondence.
Local and District Intelligence.

Subscription $12 per Annum payable in advance; postage $2.

Extra copies 30 cents each. Cash.

Copies can be posted from the Office to addresses sent, including postage 33 cents each, or $1 for three copies. Cash.

Hongkong, 28th October, 1898.

SPLENDID NEW ROMANCE OF GREAT INTEREST BY THE AUTHOR OF "Dr. NIKOLA."

AN INTENSELY POWERFUL WORK BRILLIANTLY WRITTEN.

We have pleasure in announcing that we have secured the Right of Issue in our Columns of a STERLING NEW WORK of an Unusual Type by Mr.

GUY BOOTHBY,

one of the most popular and widely-read writers of the day. He is the author of several highly successful novels, including "Dr. Nikola," "In Strange Company," "The Fascination of the King," "A Bid for Fortune," "Sheilah Macleod," &c.

The NEW STORY is entitled

LOVE MADE MANIFEST,

and the opening chapters will appear in our columns on SATURDAY, 5th November.

Hongkong, 28th October, 1898. [2321

FOR NAGASAKI & WLADIVOSTOCK.

THE Steamship "DAPHNE," Captain Th. Nissen, will be despatched for the above ports TOMORROW, the 29th inst., at 4 P.M.

This steamer has superior accommodation for First Class Passengers.

For Freight or Passage, apply to SIEMSSEN & CO.

Hongkong, 27th October, 1898. [2317

NEW ADVERTISEMENTS

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship "SUNGKIANG," Captain Rendle, will be despatched as above on TUESDAY, the 1st November, at DAYLIGHT. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th October, 1898. [2322

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA.

THE Company's Steamship "KASHING," Captain Hopkins, will be despatched as above on TUESDAY, the 1st November, at NOON. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 27th October, 1898. [2318

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions from H. M. NAVAL STORE OFFICER to Sell by PUBLIC AUCTION, ON WEDNESDAY, the 2nd November, 1898, at NOON, at H. M. NAVAL YARD, SUNDRY NAVAL AND VICTUALLING OBSOLETE & CONDEMNED STORES, Comprising OLD IRON, PAPER STUFF, RAGS, CANVAS, CLOTHING, IMPLEMENTS, &c., &c. TERMS OF SALE:—As Customary.

HUGHES & HOUGH, Auctioneers.

Hongkong, 26th October, 1898. [2312

"SNOWFLAKE" KEROSENE OIL.

150° FIRE TEST.

Price $3.65 per case (10 gallons).

To be obtained at the leading stores, and at STANDARD OIL COMPANY OF NEW YORK, 4, Praya Central. [1601

RIFLES, SPORTING GUNS, AMMUNITION, &c.

FIRST CLASS HAMMER AND HAMMERLESS GUNS. ELEY'S E.C. SMOKELESS CARTRIDGES. Do. SCHULTZ Do. Do. SCHULTZ SMOKELESS POWDER, 1lb. canisters. PIGOU, WILKS and LAWRENCE BLACK POWDER. NEWCASTLE CHILLED SHOT. Every Kind of SPORTING REQUISITE. COLUMBIA and OTHER BICYCLES. GUNS AND BICYCLES REPAIRED.

Hongkong, 18th October, 1898. [2234

NATIONAL ASSURANCE COMPANY OF IRELAND.

ESTABLISHED 1822.

CAPITAL	£1,000,000
FUNDS (over)	500,000

The Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

RADECKER & CO., Agents.

Hongkong, 19th September, 1898. [a1088

LAUNCHES FOR SALE.

TEAK STEAMER nearly new and in perfect order. 115 feet by 19 feet beam by 6 feet loaded draft. Condensing Engines. Speed 10 to 11 knots.

STEAM LAUNCH "OLYMPIA." Teak with New Boiler and in perfect order. 45 feet by 9 feet 9 inches beam. Speed 8 miles.

BAILEY'S ENGINEERING AGENCY, 17, Praya Central.

Hongkong, 26th October, 1898. [2311

EOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the EOTHEN MARK LODGE will be held at the FREEMASON'S HALL on MONDAY, the 31st inst., at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 24th October, 1898. [2290

NOTICES OF FIRMS

NOTICE.

NOTICE is hereby given that we have transferred as from the 1st of July, 1898, to the OSTASIATISCHE HANDELS-GESELLSCHAFT, (East Asiatic Trading Company) of HAMBURG all our business as carried on in HONGKONG and CHINA with the assets and liabilities thereof.

Hongkong, 23rd September, 1898.

HARLING, BUSCHMANN & MENZELL.

REFERRING to above notice we have at Present the 1st of July, 1898, opened branches of our business in HONGKONG and CHINA and have appointed Mr. G. HARLING as General Manager thereof, and authorized Mr. A. BUNE to sign per procuration at HONGKONG and Mr. M. BORNKESSEL to sign per procuration at CANTON.

Hongkong, 23rd September, 1898.

OSTASIATISCHE HANDELS-GESELLSCHAFT. (East Asiatic Trading Company.)

2045]

NOTICE OF FIRM.

THE Undersigned have This Day opened the premises at 40A, QUEEN'S ROAD EAST as a CYCLE EMPORIUM and beg to solicit the patronage of the public of Hongkong. A first-class selection of CYCLES (LADIES' and GENTS') on view and inspection is freely invited. Repairs undertaken and accessories supplied.

McKIRDY & CO., Cycle Agents.

Hongkong, 26th September, 1898. [2097

NOTICE.

MR. WALTER CLEMENT DREW is authorized to SIGN the name of the Firm per procuration, from this date.

HARRY WICKING & CO.

Hongkong, 26th October, 1898. [2309

ENTERTAINMENT

A PROMENADE CONCERT IN AID OF THE FUNDS OF THE HONGKONG BENEVOLENT SOCIETY will be held at the HONGKONG VOLUNTEER PARADE GROUND (kindly lent for the occasion) ON SATURDAY, 5th November, 1898, at 8.15 P.M.

TICKETS ..... $2 each, may be had at Messrs. W. ROBINSON & Co. or at the Gate.

C. H. GRACE.

Hongkong, 24th October, 1898. [2291

WANTED, in doors MANAGER for Hongkong and ASSISTANTS for Shanghai and Singapore Houses.

W. ROBINSON & CO.

Hongkong, 15th October, 1898. [2292

WANTED.

A EUROPEAN NURSE, early in December, for a child 15 months old, and to go with the family to England in the Spring. Apply to "A. Z.," Care of Office of this Paper.

Hongkong, 19th October, 1898. [2250

THE INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG. (INCORPORATED, 1891.) 13, PRAYA CENTRAL.

WANTED.—A MANAGER. Applications to be made in writing, with references, to W. S. BAILEY, Hon. Secretary.

Hongkong, 24th October, 1898. [2283

WANTED.

A SECRETARY for the AMOY CLUB. Must have a good knowledge of Accounts and be thoroughly conversant with Club Affairs. None but single need apply. Applications to be made in writing, enclosing testimonials and stating age, salary expected, qualifications, etc., to THE CHAIRMAN, AMOY CLUB. [2289

Amoy, 18th October, 1898.

WANTED, A GOOD PIANIST, to travel with G. L. D'ARC'S MARIONETTES. Address, G. L. D'ARC'S MARIONETTES, Bangkok, till end of November; after that date Hongkong. [2314

WANTED.

SITUATION as STEWARDESS or TRAVELLING NURSE to children or invalid in December or January. Apply to "D.," Care of Hongkong Daily Press Office.

Hongkong, 22nd October, 1898. [2278

THE NEW BALMORAL GOLD MINING

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the Company's Offices, Nos. 38 and 40, QUEEN'S ROAD CENTRAL, on SATURDAY, the Fifth day of November, 1898, at twelve o'clock Noon, for the purpose of passing the following Resolutions:—

(1).—"That the agreement dated the nineteenth day of October, 1898, made between the Company of the one part and Queen Mines, Limited, of the other part, for the sale of the undertaking of the Company to Queen Mines, Limited, for $3[illegible],000 to be paid and satisfied by the allotment of 100,000 fully paid up shares in Queen Mines, Limited, of $2[illegible] cents each, be and the same is hereby ratified."

(2).—"That the Company be wound up voluntarily and that William Hutton [illegible] be and he is hereby appointed liquidator for the purposes of such winding up."

Should the resolutions be passed by the requisite majority, they will be submitted for confirmation as special resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 20th October, 1898. [2206

THE GREAT EASTERN AND CALEDONIAN GOLD MINING COMPANY, LIMITED.

IN Accordance with this Company's Articles of Association, INTEREST at the rate of 8 per Cent. per Annum is being charged on all unpaid CALLS.

LÜTGENS, EINSTMANN & CO., General Agents.

Hongkong, 3rd October, 1898. [2125

OLIVERS FREEHOLD MINES, LIMITED.

NOTICE is hereby given that the CALL of $1 per Share on B Shares numbered

16,101-16,300	38,170-38,169	50,001-50,007	
20,161-20,180	38,345-38,384	50,273-50,286	
20,621-20,630	38,395-38,474	50,303-50,323	
21,381-21,480	38,943-38,941	50,391-50,407	
21,901-21,920	38,985-38,984	51,058-51,059	
22,601-22,650	39,271-39,291	52,006-52,012	
22,731-22,737	39,334-39,346	52,722-52,743	
22,845-22,897	39,396-39,420	52,793-52,895	
22,977-23,002	39,493-39,525	52,981-53,025	
23,473-23,492	39,797-39,992	53,076-53,078	
23,883-24,182	42,155-42,183	53,279-53,289	
24,433-24,632	42,331-42,433	53,296-53,301	
24,693-24,732	42,482-42,493	53,544-53,547	
25,537-25,600	43,884-43,933	54,746-54,767	
26,444-26,493	45,182-45,231	54,777-54,789	
27,644-27,693	47,388-47,408	55,011-55,017	
28,886-28,928	47,422-47,496	55,016-55,065	
29,772-29,871	47,472-47,521	55,070-55,078	
35,813-35,833	47,922-48,001	55,468	
36,154-36,203	49,722-49,821	56,435-56,534	
36,446-36,595	49,822-49,921	58,291-58,340	
37,677-37,731	49,972-50,021	58,441-58,482	
37,993-38,043			

must be PAID to the Undersigned at the Office of the Company, 38 & 40 QUEEN'S ROAD CENTRAL, Hongkong, on or before the 31st day of October, 1898, and Notice is also given that in the event of non-payment of such CALL at the Office of the Company aforesaid on or before the said 31st day of October, 1898, the above-mentioned Shares will be liable to be forfeited.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 6th October, 1898. [2210

EDUCATION IN ENGLAND.

HEATH BROW SCHOOL, HASLEMERE, HAMPSHIRE. ESTABLISHED 1877.

THIS School, situated in a beautiful and healthy locality, offers a comprehensive course of education combined with a thorough English training and every domestic comfort. Terms Moderate. Prospectus on application to the Principal, Mr. [illegible] Cambridge, late Senior Mathematical Master at Cheltenham College, and late Senior Mathematical Master at Haileybury. Testimonials may be made from parents of pupils now or recently at the School. A prospectus may be had on application to the Office of this paper, and further information will be supplied, on application, by the Head Master, WALTER H. H. DOWLING, A.C.P., Royal Univ. [2264

LANE, CRAWFORD & CO.

CHAMPAGNE.—ROUSSILLON—As supplied to the Admirals and Ward Room Messes of the China, Mediterranean and East India Squadrons.	
Price per doz. quarts	$36.00
" 2 doz. pints	$40.00
CHAMPAGNE AYALA—This famous brand, Extra dry quality	
Price per doz. quarts	$40.00
" 2 doz. pints	$42.00
SAUMUR—ACKERMANN LAURANCE "Dry Royal"—A delicious dry sparkling Wine.	
Price per doz. quarts	$21.00
" 2 doz. pints	$23.00

WHISKIES.—We are special Agents for NAPIER JOHNSTONE'S, $15.75 doz.; COCKBURN'S E. V. O. H. and V. O. H., $13.00 and $10.00 doz.; COCKBURN'S "Glenorma," $10.50 doz.; TEACHER'S HIGHLAND CREAM, 11.00 doz.; and NORMAN BROWN'S N.B., $10.50 doz.

New Price Lists just issued. STORES and WINES.

FLETCHER & CO.,

THE PHARMACY, 22, QUEEN'S ROAD. (OPPOSITE THE HONGKONG HOTEL.)

FLETCHER'S COMPOUND COUGH BALSAM.

This well-known preparation is specially recommended for its demulcent and expectorant qualities.

SOLE AGENTS FOR TANSAN WATER. [a33

NEVER EXCELLED!!

CADBURY'S CHOCOLATES AND CONFECTIONS

are far more irresistible than the subtle darts of Cupid. Daintily made. Deliciously flavoured. Temptingly boxed. Sold by

WATKINS & CO.

CHAMPAGNE DOYEN & Co. VINTAGE 1893.

EXTRA DRY (AS SUPPLIED TO THE HOUSES OF PARLIAMENT)

A FIRST CLASS WINE, ONE QUALITY ONLY.

SOLE AGENTS:—CALLBECK, MACGREGOR & CO., WINE AND SPIRIT MERCHANTS.

ESTD. 1884. Telephone No. 75. 15, Queen's Road. [a29

CUTLER, PALMER & CO.

Have been Shippers to CHINA for nearly 75 years. Their Brands are favorably known all over the World.

VERY OLD COGNAC, Distinguished by 4 Stars on the label. Price $22.50 per 1 dozen bottles.

VERY GOOD COGNAC, somewhat younger than the above. Distinguished by 2 Stars on the label. Price $16.75 per 1 dozen bottles.

"PALL MALL" WHISKY, Eleven years old, very fine quality. Each bottle bears an analyst's certificate. This quality is guaranteed. Price $20.00 per 1 dozen bottles.

C. P. & CO.'S OWN SPECIAL BLEND SCOTCH WHISKY, in Patented Bottles. Price $10.75 per 1 dozen bottles.

CHAMPAGNE BRUT. A Natural, i.e., a Brut, Sparkling Wine, of the Vintage 1893, particularly suitable to the debilitated. The price is but $28.50 per one doz. quart bottles.

This Wine is old, soft, and delicate. We strongly recommend it. Analysed and Certificated by Prof. Cassell. Price $20.00 per 1 dozen bottles.

DOURO PORT, This is a fine quality Wine of exceptionally good value. Price $14.25 per 1 dozen bottles.

SHERRIES. AMOROSO, The Earl Misa's shipping. Price $20.00 per 1 dozen bottles.

LA TORRE. Price $16.75 per 1 dozen bottles. Pure and natural Wine; a tonic.

CLARETS in Quarts and Pints.

LIQUEUR. BENEDICTINE, D.O.M. Price $33.75 per 1 dozen bottles.

Agents—SIEMSSEN & Co., HONGKONG. 36

VICTORIA DISPENSARY.

VERY RARE OLD LIQUEUR-SCOTCH WHISKY (in Square Bottles.) One of the Oldest and Best-known Whiskies in the Colony.

FINEST OLD SCOTCH WHISKY. Specially bottled for us by Usher & Co.

LOCHABER SCOTCH WHISKY. A very fine blend. Matured and Mellow.

QUEEN'S CHOICE LIQUEUR SCOTCH WHISKY.

VICTORIA DISPENSARY, QUEEN'S ROAD.

Hongkong, 14th September, 1898. [a28

BY SPECIAL ROYAL WARRANT TO HER MAJESTY THE QUEEN.

DEWAR'S PERTH WHISKY.

50 GOLD AND PRIZE MEDALS.

EXTRA SPECIAL, $14 per doz. SPECIAL, $12 do.

HAS A WORLD-WIDE POPULARITY.

SOLE AGENTS H. PRICE & Co., WINE AND SPIRIT MERCHANTS, 12, QUEENS ROAD.

COTTAM & CO. FOR NEW UNDERWEAR FOR AUTUMN, SHIRTS, COLLARS, &c., &c. a31

HOTELS.

HONGKONG HOTEL.

A First Class Hotel in every respect.
Elegantly Furnished Reading, Music, and Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout.
Wines and Groceries imported specially from Europe and America.
Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by Machinery.
Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor.

CHARGES MODERATE. [39

PEAK HOTEL

1,350 feet above sea level.

A FIRST CLASS HOTEL adjoining the Tramway Terminus. FINE HEALTHY LOCATION, commanding magnificent View of the City and Harbour, the mainland of China, and Islands. COOL SOUTHERLY BREEZES in summer. Well-appointed rooms, attentive service, and excellent Cuisine. CRAIGIEBURN, is now open. Apply for Rooms to Manager, Peak Hotel.

GEO. J. CASANOVA, Manager.

J. MARCESAU, Chef de Cuisine.

City Office, No. 7, Duddell Street. [540

HAPPY RETREAT, HAPPY VALLEY, SOUTH END of RACE COURSE. REFRESHMENTS, DINNERS to be had at all times. SPACIOUS TENNIS GROUND available at $1.50 per Afternoon (from 3 to 7 P.M.). Tea-party, entertainments served at moderate prices.

HO MAK CHONG, Proprietor.

1999]

METROPOLE HOTEL, SAUKIWAN ROAD.

AN easy and delightful drive from the City. Finest Brands of Wines, Spirits, and Beers. BILLIARDS. Luncheons and Teas served on the shortest notice.

CHAS. DALTON, Manager.

Hongkong, 15th October, 1898. [2218

HING KEE HOTEL (ESTABLISHED 1873) MACAO.

A NEW large 3-storey building has been specially built in place of the old well-famed establishment. It is pleasantly situated in the centre of PRAIA GRANDE, facing south, commanding a charming view of the sea on the front. All Bed-rooms well furnished and comfortable. Cuisine Excellent. Terms Moderate.

L. HING KEE, Proprietor.

Telegraphic address: "HINGKEE." [1420

"BOA VISTA" HOTEL MACAO.

THE only FIRST-CLASS HOTEL in the Colony. Very moderate terms by the day or month. European Management. MACAO is distant 40 miles West of Hongkong and the journey is made each day (SUNDAYS excepted) by the Magnificent Saloon Steamer "HEUNGSHAN" in 3 hours, leaving Hongkong at 2 P.M. and Macao at 8 A.M. Connection made by Company's Steamer to and from Canton. Tourists should not miss the chance of visiting this famous old City. For Terms, apply to THE MANAGER. Telegraphic Address, "Boavista." [2116

AMOY HOTEL, KULANGSOO ISLAND.

THE Proprietor of this First-Class Establishment begs to inform the public that he is now prepared to receive visitors. The Hotel is very nicely situated and commands a magnificent view over the harbour. Special attention is given to the Cuisine and the best of Wines are supplied.

R. ZOLLNER, Proprietor.

Telegraphic Address: "AMOY HOTEL." [2206

NOTICE TO AMERICAN CITIZENS.

AMERICAN CITIZENS residing in the CONSULAR DISTRICT of CANTON, which includes SANSHUI, WUCHOW, MACAO, SWATOW, HOIHOW and HAIHOI, are REQUESTED to REGISTER at this Consulate either personally or by certificate setting forth the date and place of birth and last residence in the United States.

The advantages of registration are obvious and may prove of value in time of need. There is no fee or charge for registration.

EDWARD BEDLOE, U.S. CONSUL.

United States Consulate, Canton, China, 1st February, 1898. [2114

R. J. REMEDIOS, FOREIGN AND COLONIAL STAMP DEALER, No. 57, ELGIN STREET, HONGKONG, Will be glad to send STAMPS on approval to any address on receipt of satisfactory references. He also PURCHASES to purchase used POSTAGE STAMPS in lots of Small Quantities for Cash. AGENTS WANTED. 15 to 25 % Discount Allowed. [1264

CARBOLINEUM AVENARIUS. HARD FOR OVER 20 YEARS. Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot, and Dampness. Sole Agents for China, LÜTGENS, EINSTMANN & CO. Hongkong, 31st August, 1897. [728

SUN TAK KOONG, DEALER IN TIN-FOILS, TIN FRUITS, TIN FOWLS, &c., &c., &c. QUALITY EXCELLENT. PRICES MODERATE. No. 144, Queen's Road West, Hongkong. Hongkong, 2nd August, 1898. [1606

SHIPPING.

ARRIVALS.

Oct. 27, LOKSANG, British str., 889, Lenk, Newchwang and Chefoo, 21st October, Beans and General.—JARDINE, MATHESON & Co.

Oct. 27, ROHILLA, British str., 2,216, S. de B. Lockyer, R.N.R., Yokohama 19th October, General.—P. & O. S. N. Co.

Oct. 27, KWONGSANG, British str., 980, Stalker, Canton 27th October, General.—JARDINE, MATHESON & Co.

Oct. 27, DOYO MARU, Japanese str., 1,321, M. Sakato, Hoilo 21st Oct., Ox Hide and Sapanwood.—CHINESE.

Oct. 27, ELSE, German str., 902, J. Peterson, Bangkok 19th Oct., Rice and General.—JENSEN & Co.

Oct. 27, HIKOSAN MARU, Jap. str., 2,245, Hallstrom, Kutchinotsu 22nd October, Coals.—MITSUI BUSSAN KAISHA.

Oct. 27, PARRAMATTA, British str., 2,854, C. P. Preston, R.N.R., Shanghai 25th Oct., Mails and General.—P. & O. S. N. Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, 27TH OCTOBER.

Ichang, British str., for Saigon.
Lokhang, British str., for Canton.
Agnes, French steam-launch, for Kwangchowan.
Kuangtes, Chinese str., for Shanghai.
Kwongsang, British str., for Shanghai.

DEPARTURES.

Oct. 27, TEITOS, German str., for Saigon.
Oct. 27, LOONGMOON, Ger. str., for Shanghai.
Oct. 27, HAIMUN, British str., for Swatow.
Oct. 27, WHAMPOA, British str., for Shanghai.
Oct. 27, KINSHIWA MARU, Japanese str., for London.
Oct. 27, KWANGTUNG, Chinese str., for Shanghai.
Oct. 27, LOKSANG, British str., for Canton.

PASSENGERS.

ARRIVED.

Per Rohilla, from Yokohama for Hongkong, Mr. Wing Tye, Miss A. M. Butler, Miss H. Noyes, Mr. J. C. Johnson, Mrs. Church, and Mr. R. W. Gardiner; for Singapore, Mr. Shaik Baboo; for London, Dr. A. M. Brown and Mr. H. Campbell. From Kobe for Singapore, Mr. N. J. Beech; for Brindisi, Mr. R. W. Vicks, Jr.; for Marseilles, Mr. G. E. Moser; for London, Mr. A. Moffatt. From Nagasaki for Hongkong, Messrs. T. Harvey, Man Chong Wo, Wing Ching Chong, Miss T. Araki, Mr. T. Asao, Mrs. K. Kubo, and Mr. Ah Chuck.

Per Loksang, from Newchwang, &c., Messrs. Bush and Bush Jun.

Per Parramatta, from Shanghai for Hongkong, Messrs. H. A. Brockelmann, D. Landale, P. Curtal, A. Dandpassas, L. Poltoratzky, Mr. and Mrs. Seiden, Mr. and Mrs. Chan Wei; for Singapore, Mr. G. J. Wright; for London, Gunner C. H. Smith, R.M.A., for Marseilles, Major Bishop, R.M.A., for Marseilles via Bombay, Rev. F. L. Norris. From Yokohama for Marseilles, Mr. Heston Binns.

DEPARTED.

Per Kwangtung, for Singapore, Capt. Tod, and Mrs. F. O. Eustace and family, Mr. Messrs. P. E. Jenkins, D. R. [illegible], R.N.R., E. Derby, R.E., Capt. MacDonald, Garcia, Manuel [illegible], E. Dizney, F. O. Y[illegible]lard, and W[illegible] F. Arbiez, E. H. Mil[illegible]

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. A. Andy, Mr. J. H. Aitken, Mrs. Angus, Mr. John Barrett, Mrs. Barretto & children, Mr. B. J. Barlow, Mr. Beth[illegible], Mr. & Mrs. A. H. Bolderheim, Mr. John Brown, Madame da Casal, Mr. M. Charvet, Mrs. H. Church, Mr. Churchet, Dr. F. W. Clark, Capt. Cunningham, Mrs. Crowley, Mrs. Davidson, Miss Daunt, Mrs. O'Dwyer, Mr. E. J. Ezra, Mr. L. Etzel, Mrs. Freeman, Mr. J. Kennedy Gibson, Mr. Gomes and son, Mrs. Gomes, Lieut. & Mrs. Hillman, Mr. E. C. Hochsadel, Mr. Henry Holden, Miss E. S. Hogg, Mrs. Joseph Hogg, Mr. T. Howard, Mr. Kerfoot Hughes, Mr. G. L. Hummel, Mrs. Hunt, Mr. Robt. Innes, Mr. S. M. Ingalsby, Mr. B. James, Mr. J. C. F. Johnson, Mr. Stewart Jones, Mr. & Mrs. E. S. Joseph, Mr. J. Kirghorn, Mr. J. Kirkwood, Mr. Leon A. Levy, Mr. Lopez, Mr. & Mrs. Jose de Lozoyoga, Mr. W. S. Mackod, Mr. R. J. Mancuttelli, Mr. L. J. Martier, Mrs. J. L. Mayers, Mr. J. Y. Moyston, Mr. & Mrs. Molini, Mr. & Mrs. Murphy, Mr. A. G. Van Nierop, Mrs. Nunnemacher, Mr. R. M. Paineles, Mr. W. Purdit, Mr. J. Pantovin, Mr. T. K. V. Pedersen, Mr. J. Ling, Mr. A. J. Pitcher, Mr. H. B. Reid, Mr. E. C. Richard-on, Mr. W. K. Rowe, Mr. & Mrs. A. Shaw, Miss Shaw (2), Master Shaw, Mr. Shields, Mr. H. Shutlins, Mr. & Mrs. Skinner, Mr. Jas. B. Stiyen, Dr. J. H. Swan, Mr. W. H. Talbot, Lt. G. H. Tilly, Mr. W. A. Travel, Mr. & Mrs. W. E. Turner, Mr. V. Uldall, Mrs. Unsworth, Mr. E. R. Vino, Mr. Vogel, Mr. & Mrs. Wm. Whiley, Miss Whiley, Lieut. R. K. Bagnall Wild, R.E., Mrs. Bagnall Wild.

PEAK HOTEL.

Mr. & Mrs. J. H. Lathgate, Mr. J. Beattie, Mr. G. J. Chapman, Captain van Corbach, Mr. M. D. K. Crawford, Mr. & Mrs. W. H. T. Davies, Mr. J. M. Doherty, Mr. & Mrs. Alf. H. Ellis, Miss Ellis, Miss Frank, Mr. M. E. P. Frost, Mr. R. J. Gerrard, Lieut.-Col. The O'Gorman, Colonel E. H. Gorges, Mr. H. H. Kirch, Mr. John D. Hutchison, Staffburg, & Mrs. W. E. Horne, Mr. R. S. Judah, Captain F. Koford, Mr. & Mrs. J. W. Norton Kyshe, Mr. G. C. Malsch, Mrs. H. St. Maur, Mr. R. Marsen, Mr. J. R. Michael, Mr. R. Mitchell, Mrs. L. V. Murie, Mr. H. E. Pollock, Mr. A. Sinclair, Mr. A. Findlay Smith, Mr. A. G. Stokes, Mr. G. H. Wheeler.

CRAIGIEBURN.

Mr. & Mrs. Charles C. Cohen, Mr. J. H. Cox, Rev. E. Flynn, Mr. W. Stuart Harrison, Major M. M. Morris, R.A., Mrs. Morris, Mr. & Mrs. R. D. Ormsby, Miss Ormsby, Mrs. Hugh Rodman, Mr. & Mrs. R. Turner & children.

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Hongkong, 1st April, 1898. [2115

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Hongkong, 17th October, 1898. [2220

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THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

Hongkong, 24th October, 1898. [24

NOTICE TO CORRESPONDENTS

UNLY *communications relating to the news columns should be addressed to* THE EDITOR.

Correspondents must forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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BIRTH.

On the 22nd October, at 31, Broadway, Shanghai, the wife of F. E. WILKINSON, H.B.M.'s Consular Service, of a daughter.

The Daily Press.

HONGKONG, October 28th 1898.

THE Japanese Yen Bill was passed through all its stages by the Legislative Council of the Straits Settlements on the 15th October. The object of the Bill is to prohibit the importation of Japanese yen, a step for which there may be very good reasons, but it cannot be said that those reasons were set out with any lucidity, either in the Attorney-General's printed statement of objects and reasons or in the debate in Council. In his speech in Council the Attorney-General mentioned the demonetisation of the silver yen in Japan and went on to say that "The result was "that there were millions of these de-"precated coins to be disposed of which "would be of full value here (the Straits). "That might result in serious inconvenience, "if they were imported to take the place of "our own currency." Now the Japanese silver yen has not been depreciated at all in relation to the British dollar, being *of* exactly the same weight and fineness. Each of the coins is worth simply the value of the silver it contains. If the hon. gentleman had simply said that as a British dollar was now available it was deemed desirable to exclude foreign coins from the circulation he would have given a reason that would have been accepted as sufficient. In the Straits the yen is legal tender, but this Bill, which prevents any addition to the amount already in circulation, is apparently intended as a precursor to the ultimate demonetisation of the coin. Mr. MURRAY, one of the unofficial members, expressed the opinion that there was no necessity for the demonetisation unless the Government was in sympathy with the movement that had lately taken place for the establishment of a gold currency in the colony, and of such sympathy he said the Government had given no indication whatever, except in what had fallen from His Honour the Officer Administering the Government in the address they had just heard. The address referred to was the Acting Governor's address on the Estimates, and his reference to this subject was confined to the bald statement that the proposal to adopt a gold currency, which had been discussed by the Chambers of Commerce, was still under consideration by the authorities in England. It may be that the demonetisation of the yen is intended as a preliminary step in preparing the way for the adoption of a gold standard, but apart from that the measure seems justified on the general principle of having the currency composed exclusively of domestic coins when these are available in sufficient quantity.

In Hongkong the Japanese yen is not a legal tender, but it circulates almost as freely as if it were, and so long as it contains approximately a hundred cents' worth of silver the holders need entertain no alarm. No one is bound to accept it, however, if they do not feel inclined. That being the position of affairs probably the Government will not think it necessary to take any steps to prevent the importation of Japanese yen into this colony, though it would be more satisfactory to have the circulation composed exclusively of British dollars if that result could be arrived at without serious inconvenience. The inconvenience, however, would be serious, because the yen circulates to a considerable extent in China, and there is no machinery by which its being brought into this colony, either from China or Japan, could be easily prevented. In the statement of objects and reasons attached to the Bill just passed at Singapore it was said that holders of yen demonetised in Japan and worn below the proper standard of weight would have no remedy for their loss. Upon that Mr. MURRAY pertinently asked who was responsible for the British dollar in case of wearing. The Acting Governor replied that he himself had asked the same question when the British dollar was on the point of being introduced, and the reply he got was that the point would have to be dealt with when it arose. If the law on this subject is the same in the Straits as in Hongkong, which we believe to be the case, the question of depreciation, when it arises, will have to be dealt with solely by the holders of the depreciated coins. The standard weight of the British dollar is 416 grains and its least current weight 411 grains. When a coin becomes worn below the last mentioned weight and is refused as legal tender there is nothing for the holder to do but to sell it for the value of the silver it contains and himself bear the loss of 24 cents or whatever the exact amount may be. In England light gold coin which has not been illegally dealt with is received by the Bank of England on behalf of the Mint at its full nominal value, and the loss therefore falls upon the Mint, which is a reasonable arrangement in a country that conducts its own currency; in such cases it is fair that the public, through the Government, should bear the loss by fair wear and tear of coins in circulation. But in Hongkong and the Straits the Governments have no direct interest in the currency, except in the subsidiary coinage, the dollars being struck at the Indian mints in consideration of a seigniorage and imported by the Banks as a purely mercantile operation. The Government therefore cannot be called upon to give new dollars for old ones that have fallen below the least current weight, and neither the Banks nor the Indian Mints will do so, for their interest in each individual coin ceases as soon as it leaves their hands. There seems therefore no alternative but to allow the loss to fall on the ultimate holder of the depreciated coin. The contingency is not one that need occasion much apprehension, amongst a community that is only being slowly weaned from the destructive

The silk ex N. P. steamer *Tacoma* arrived in New York on the 24th instant.

We hear that the Shanghai Fire Insurance Co., Limited, the prospectus of which was recently issued, has not been floated.

At the Magistracy yesterday three persons were each fined $15, on the information of Sanitary Inspector Reidie, for maintaining cockloffs.

DESTRUCTION OF TELEGRAPH LINES BY CHINESE SOLDIERS.

A REPAIRING PARTY ATTACKED.

[SPECIAL TELEGRAM TO THE "DAILY PRESS"]

SHANGHAI, 27th October.

Tung Fu-siang's troops have destroyed much of the telegraph line to Peking and have attacked the repairing party.

The Tsungli Yamen has ordered Tung Fu-siang to punish the ringleaders with the utmost severity.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS."]

LONDON, 25th October.

THE SITUATION.

A Cabinet Council has been summoned for Thursday.

Eighteen of the newest torpedo-boat-destroyers have been ordered to be put in commission.

The *Daily News* states that warnings to prepare for the possibility of mobilisation have been sent to all British Naval headquarters.

THE CANTON RIOT.

[FROM A CORRESPONDENT.]

Shameen, 26th October, Midnight.

The following is a native version of the origin of Tuesday night's riot:—"Wakwong is one of the five principal gods, being a god of fire, and for the celebration of his annual festival the Cantonese, especially the inhabitants living in the neighbourhood of the Wakwong joss-house, raised a subscription to hold a religious exhibition, or *tachew*, in matsheds near the joss-house, to propitiate the god and secure protection from fire for the residents of the district. Such is the custom which the people have religiously observed from time immemorial. It happened that on the 11th of this moon (25th Oct.) there was a *tachew* in the fifth district, and the workmen and coolies must needs have a place for their rest and sleep; and as the Kwongfau bridge crosses the canal a cook-boat was hired to moor there for the convenience of the musicians, coolies, &c. The Shameen police, however, thought it an obstruction, and ordered the boat to move away. This occasioned a quarrel and stone throwing commenced, thereby attracting a large multitude of idlers, rogues, and vagabonds. At every stone that was thrown and hit anybody on Shameen they burnt a packet of crackers, at the same time shouting and yelling, so much so that the foreign merchants of Shameen had to come out as Volunteers, and they formed line and took their stand along the bund. The mandarins in charge of Shameen, of Shaikwan guard house, of Kwongrip, and Onyang, for fear that matters might turn serious, despatched their soldiers there and then to suppress the riot, and the mob was dispersed."

To-day has been quiet and business on Shameen was going on as usual. At 6 p.m. the Viceroy sent troops on to Shameen to protect it, and the Volunteers were patrolling as well. Three Chinese guard-boats are moored along Shameen to meet any emergencies. An English gunboat is already here ready for action. Great credit is due to the British Consul and to Mons. Chefoo prompt and energetic action. The Volunteers are still on duty. Mons. Dufetre was patrolling along the French concession nearly the whole night.

As I am writing a great fire is raging in Tsamunkiau (*i.e.* Pinewood Street), said to be the work of incendiaries. It commenced at half-past nine and several hundreds of houses must have been burnt.

As soon as the alarm of fire was raised the soldiers sent by the Viceroy to protect Shameen left their posts and ran to the scene of the fire, leaving Shameen to the care of the Volunteers.

THE RUSSIANS AT NEWCHWANG.

AN UNFOUNDED REPORT.

A recent issue of the *China Gazette* stated that on the 14th or 15th October a Russian force at Newchwang "numbering about 1,200 men, and accompanied by a large staff of officers, in brilliant uniforms, marched openly from the district that has lately been named the 'Russian Concession,' to the series of forts at the mouth of the river—marked on the charts as Kai-chu, and without the slightest opposition on the part of the large Chinese garrison who were supposed to be entrusted with the defence of the position, entered into full possession of the fort, the Chinese marching out as the Russians marched in."

With the view of obtaining further particulars of the latest move of the Russians a representative of the *Daily Press* yesterday afternoon waited upon Captain Losk, of the *Loksang*, which had arrived in the harbour earlier in the day from Newchwang. He soon found, however, that the whole story was but an emanation of some one's imagination. The *Loksang* left Newchwang on Oct. 20th, on which date the forts alleged to have been taken possession of by the Russians were dismantled and unoccupied, as they have been since the China-Japan war, and before they will be of service to the Russians or any other nationality a great amount of money and labour will have to be expended upon them.

The greatest activity, however, prevails in the Russian town, which is about four miles from Newchwang. Houses are being built and thousands of coolies are employed on the Railway. Steamers are constantly arriving from Japan and elsewhere laden with sleepers and other things necessary for the railway, and a large floating pontoon is at work discharging locomotives and other heavy weights. There is a guard of Cossacks on the spot, but the Chinese are apparently giving little trouble, as all was quiet during the four days the *Loksang* was in the neighbourhood. Communication with Port Arthur, where there are about 15,000 troops, is maintained by a small steam launch.

The British gunboat *Peacock* left for Chefoo on the 20th. No other man-of-war was there.

THE CHINESE IN JAPAN.

According to the native papers his Majesty the Mikado of Japan has recently issued a decree that in view of the close friendship between Japan and China, all Chinese in Japan are to be treated on the same footing as other nationalities, with the right of residence in the interior. This step will sweep away any soreness still left in the minds of the higher and middle classes of China against Japan, arising from the late war between the two Empires.—*N. C. Daily News.*

THE SZECHUAN BRIGANDS.

A Chungking telegram of the 22nd October to the *N. C. Daily News* reads as follows:—

The rebels under Yu Man-tze are still most active and have assembled in great numbers in the districts of Pishan and Yungchuan. They have destroyed over 150 *li* of telegraph poles and are exceedingly threatening in their movements. The high authorities at Chengtu seem uncertain whether to bribe the rebels to keep quiet or try at once to crush the rebellion.

The *N. C. Daily News* states that Commander Slade of H.M.S. *Algerine* has been invalided to Japan.

A branch of the China Association has been formed at Kobe and the inauguration is to be celebrated by a dinner sometime next month.

The losses of the China Fire Insurance Co., Limited, in the recent fire at Shanghai were $10,000, not $15,000, as stated in a paragraph which appeared in our Wednesday's issue.

Hi Wing, grass cutter, Dairy Farm, Pokfulam, was yesterday sentenced to 28 days' hard labour by Commander Hastings for stealing flowers from the garden of Craigieburn Hotel.

Shanghai is keeping up its reputation for the launching of sensational rumours. Not only has the Emperor been murdered over again, but it is now said that the Empress-Dowager has also been made away with.

The *China Gazette* says:—Dr. Sun Yat Sen has returned safely to Japan after a short visit to Shanghai. He wore foreign clothes and short hair during his sojourn here and only his friends knew his whereabouts in the Foreign Settlement.

The *Nagasaki Press* learns on good authority that the Government is now contemplating the engagement of a foreign adviser to each of the Harbour Masters at Yokohama, Kobe, and Nagasaki, for the purpose of cultivating a good understanding between the commanders of foreign vessels and the Japanese Harbour officials.

A large quantity of machinery has been ordered from abroad for the Kiangnan Arsenal for the manufacture of the newest pattern Mausers. Of late it appears that the cartridge factory in the same Arsenal has been making smokeless powder Mauser cartridges as fast as it can, something like half a million having already been made.—*N. C. Daily News.*

A hawker named Kwan Luk charged Edgar Walters, Acting Bombardier of the R.A., with assault. He told Commander Hastings at the Magistracy yesterday that when near the Western Market on Wednesday night defendant, to whom he had not spoken, smacked him in the mouth, making his nose and lips bleed. Defendant said he was swinging his arms and did not strike complainant purposely. P.C. Garrod said defendant was drunk. Fined $5, or 14 days, and ordered to pay $2 compensation.

The *Kobe Chronicle* of the 20th October says:—Yesterday morning a deputation of Chinese from the O. & O. steamer *Belgic* called at this office with the object of publicly expressing thanks to Commander Rinder for his successful efforts in saving a Chinese passenger. It appears that when the *Belgic* was about 75 miles off Kobe a Chinese named Li Kin fell overboard. The Captain at once stopped the engines and a boat was promptly lowered, which picked up the unfortunate man and brought him on board, where it was found that he had suffered no harm save the wetting.

Messrs. S. W. Royse & Co., in their report dated Manchester, 24th September, say:—The improvement in the pig iron market, which we noted a month ago, has continued during September. Prices have advanced during the month some 1s 6d. per ton at Glasgow, and about 8d. per ton at Middlesbrough. The great heat has latterly interfered with production, and although shipments from Scotland are large the shipments from Middlesbrough are disappointing; the market has, however, quite a strong tone, and an early improvement is expected in shipments, and a further advance in values. In the Midland manufactured iron trade, a fair business has been passing at steady prices, and there is more disposition to place orders, in view of a possible advance in values. Fluctuations in copper during this month have been quite unimportant, and price is practically unchanged. Tin has advanced about 17s. 6d. per ton, but is now easing slightly. Spelter has advanced about 22s. 6d., and is strong. Lead has improved slightly, and is at present steady.

THE DAIRY FARM CO., LIMITED.

The ordinary yearly meeting of the Dairy Farm Co., Limited, was held yesterday at the Company's Depôt, Wyndham Street. There were present—Captain Tillett (Chairman), Captain Barnie (Director), Messrs. W. H. Potts (Secretary), W. H. Bay, G. C. Cox, and A. L. Walker (Manager).

The SECRETARY read the notice convening the meeting.

The CHAIRMAN said—The report and statement of accounts having been in your hands for some time, according to the usual custom, and with your permission, we will take them as read. It is a matter of great regret to the Board that they are unable to present to you a better report of the working for the past year. This unfortunate result is almost entirely due to the effects of the epidemic of foot-and-mouth disease which attacked the herd in November, and the attack of rinderpest which attacked Sassoon's Station last February. The disease appeared for the first time in the history of the colony at the Cattle Depôt and your Pokfulam Station, the latter of which was declared an infected area, but was fortunately released by the Sanitary Board before the disease spread to your other station at Sassoon's and at West Point, by which time it was general throughout the colony; otherwise our business would have been entirely suspended. As it was our sales in December were reduced fully two-thirds from those of the preceding four months while the expenditure was largely increased, and the price of all food stuffs, etc., had risen considerably. Although the yield has gradually improved, it is still far below the average of previous years. This is owing to the fact that although we only lost by death two or three head from this foot-and-mouth disease the bulk of the cows slipped their calves, and instead of giving twenty or thirty lbs. of milk have only given three or four lbs. apiece. The effects of this are still being felt. The rinderpest which attacked the station at Sassoon's in February carried off some twenty head of cows, and shut out the supply of milk from that station for nearly a month. Fortunately the Sanitary Board adopted a different policy to that of 1897, when they closed up the farm, the result of which was that than we lost over 160 head out of a herd of 180. During September and October last the herd was increased by 75 head, and, owing to the reduced supply, again in January a lot of eighteen head was purchased. In May last Mr. James Walker, who has been manager at the farm since November, 1892, went home on six months' leave, and his brother, Mr. A. L. Walker, is now in charge. At the present time, I am pleased to say, the herd is in excellent health and condition, and all our produce meets with a ready sale. At present we are unable to fill many orders, and it would seem that we should buy more cattle, were it not that we consider the $15,000 uncalled capital should be retained as a nucleus of a reserve fund, which we should like to see equal to the book value of the herd. I am sorry, gentlemen, that Dr. Noble is not here to take the chair at this meeting. Before moving the adoption of the report and accounts I shall be pleased to answer any questions.

No questions were asked, and the CHAIRMAN proposed the adoption of the report and accounts.

M. W. H. RAY seconded.

Carried.

Mr. RAY proposed the re-election of Captain Burnie and Dr. Noble as directors.

Mr. WALKER seconded.

Carried.

Mr. COX proposed the re-election of Mr. Henderson as auditor.

Mr. POTTS seconded.

Carried.

CANTON NOTES.

[FROM THE "CHUNG NGOI SAN PO."]

An Imperial edict was issued on the 22nd inst. setting out that Viceroy Tan, Governor Wang, and General Sou have separately wired to the Throne to the effect that the rebels in the various districts belonging to the prefecture of Wuchow and the sub-prefecture of Watlam have been quite subdued, Governor Wang having gone in person to suppress the rising and succeeded in capturing the rebel leaders Chin Tashan, Tse Sam-mui, Tai Ta, and Wong Sz. The decree further orders the said officials to effect the capture of the rebel leaders Li Lopting and Fung Stuk-kwong without delay.

Copper coins are very dear, so that a dollar can only be exchanged for some nine hundred and thirty cash, while in former times a dollar used to be exchanged for one thousand one hundred scarcely meet the demands of the people. It is said that the scarcity is due to the illegal export of the coins by merchants to foreign countries.

A disastrous fire broke out on the night of the 21st inst. in Kiukiang market place, Namhoi district. The fire originated in a paper shop named Tung Hop, and the flames spread in an incredibly short time, for the goods in the shop were of an inflammable character, and as there was a strong wind blowing at the same time the adjoining property became involved, over one hundred houses being burnt to the ground. Several persons who were asleep in their houses were burnt to death.

An Imperial decree has been wired to Canton appointing Hu Ying-kwei, ex-President of the Board of Rites, and a native of Punu district, to be Viceroy of Fukien and Chekiang provinces. His Excellency is to proceed to Peking immediately for audience.

The Provincial Treasurer Chang Yan-tsun, who has been appointed Provincial Treasurer of Shantung province, left Canton on the 25th inst. to take up his new appointment. The new Provincial Treasurer Sam Chau-hun took over the seal on the 19th inst.

WEIHAIWEI.

17th October.

British warships are constantly coming and going. On the 15th inst. the *Victorious* returned after being out for gun-practice for several days. That same afternoon the *Hermione* left for Port Hamilton and Nagasaki. The *Centurion*, *Victorious*, and *Narcissus*, with three destroyers, are still here.

Admiral Seymour met with an accident lately when out horse-back-riding. It could not have been very serious for it is reported that in a few days he will be quite well again. It is expected that the *Centurion* will soon go South. The contingent of marines has arrived and are settled down. Half of them are located on Liukungtao and the others on the mainland.

Mr. Bigelow, the American author and special correspondent now in the East, has lately spent two days here as the guest of the Admiral. By many he was supposed to be the author of the famous *Biglow Papers*, and probably received a little extra attention and licnising on that account. But even among Americans there is no second Russell Lowell. Was it not another American who said that when God had made a great man He broke the mould? But the similarity of the names was probably the cause of the mistake: "English Man of Action" are evidently not well acquainted with American "Men of Letters" and their works.

A few days since Lord Charles Beresford was here for a few hours on his way north. He is reported to have expressed himself as well pleased with the new British possession, especially with the harbour. It is expected that he will spend a little longer time in the place later on.

A Sailors' Institute has been opened on Liukungtao. It has a cheerful and inviting look about it and seems to be well appreciated by many of the men. Mr. and Mrs. Mudditt, formerly working as missionaries among the Chinese at Shilitao, are in charge of it. Such work among "Jack ashore" from many stand-points is a very necessary and important undertaking. Those running the place seem well suited for the work and will likely make it a success. They deserve the good will and gratitude of all who have the best interests of the men at heart. From the first Capt. King Hall, of the *Narcissus*, Senior Commissioner at the taking over of Weihaiwei, has taken a lively interest in the Institute and is seen there among the men at times.—*N. C. Daily News* correspondent.

LATEST STEAMER MOVEMENTS.

The N. P. steamer *Tacoma* sailed from Tacoma for Japan and Hongkong on the 25th instant.

The C. P. R. steamer *Empress of India* arrived at Nagasaki at 6 a.m. yesterday, the 27th instant, and left at 4 p.m. of same day for Shanghai, where she is due to arrive at midnight to-day.

The P. M. steamer *City of Peking*, with mails, &c., from San Francisco to the 4th instant, via Honolulu, has arrived at Yokohama, and will leave for this port this morning via Inland Sea, Kobe, Nagasaki, and Shanghai.

THE PUNJOM MINING CO., LIMITED.

The Secretary of the Punjom Mining Company, Limited, advises us that he has received the following progress report on work done at the Company's Mines in Pahang, during the month of September, 1898:—

MINING.

Jalis, Level No. 4 (300 feet level).—August Shaft (No. 1 Shaft). North Drive.—This has been continued northerly 23 feet 6 inches on a good sized lode, somewhat mineralised, but nothing to pay in it, and the prospects here do not appear very flattering.

South Drive No. 2.—This has been continued southerly 34 feet 6 inches following part of the time what is apparently a lode and part on a streak or seam, perhaps indicating a lode, slightly mineralized, but nothing to pay in it, neither as to quantity or quality, and the prospects here again do not appear very flattering.

North off West.—Work was discontinued here, nothing of value or promise showing.

Level No. 3 (200 feet level).—South Drive from Winze.—This was driven a distance of 5 feet 6 inches on a sort of lode formation, but nothing of value developed, and the water being somewhat heavy and rock hard, the prospects did not appear to warrant continuing it; hence its was stopped.

No. 4 Shaft. (Surface shaft).—North Drive.—This were driven 30 feet and stopped because of impracticability of handling the water therein and in shaft before the ground was cut that it was driving to prove.

Tankong.—Adit, Tunnels, Levels.—No work has been done in these.

Shaft.—This has been sunk vertically and water handled with windlass; through easy working country rock, 49 feet sunk and timbered 36 feet.

Machinery.—Head gear has been erected, engine, boiler, and pump placed at the shaft, and excavation for setting the former completed.

New Find—Adit Tunnel No. 1, West Drive.—This was started and driven on the lode westerly 9 feet 6 inches. The lode is fair looking quartz and shows strong all the way, carrying a very little gold but not nearly payable and no indications of improvement; just the uncertain chance of cutting a payable ore chute by continuing it.

Adit Tunnel No. 2, East Drive.—This was continued on the lode westerly 40 feet. The same advice and comments as made above, &c., West Drive Adit Tunnel No. 1, will apply to these drives and their prospects.

South Tankong Adit Tunnel.—This was cleaned out sufficiently to enable an examination to be made and a lode of no special value so far was found in its west branch.

West Branch.—Continuation of this was started and it was driven on the lode therein 4 ft. The lode is of fairly good size, soft decomposed stuff, of but little value so far as tested. It is too early yet to form much of an idea as to its prospects.

Shaft.—This was started on the lode about 150 ft. nothelly from the mouth of the Adit Tunnel and sunk 3 ft. 6 in. There appears to be a large body of this ore which is of more or less value and from 2 ft. to 3 ft. thick of it that is very high grade so far as tested, running several ounces gold to the ton, which has been proven both by assays and pannings. It is certainly a good prospect and if there proves, upon development, to be any material body of it it will make a fine mine, but I fear the chances are hardly even in favour of there being much of it, though there may prove to be.

Middle Tankong.—Have prepared to start an adit level on what is apparently a good lode here.

Kulampang, Adit Tunnel.—This was cleaned out sufficient to enable an examination to be made. Two small apparently lodes of ore showed therein.

No. 1 Drive.—This was started westerly on the course of one of the lodes above mentioned nearest the mouth of Adit Tunnel and driven 8 ft. It shows a lode of about two feet of quartz of some little promise.

No. 2 Drive.—Was started westerly on the course of one of the lodes above mentioned farthest from the mouth of the Adit Tunnel and driven 8 ft. 6 in. It shows a small lode of quartz of perhaps more promise than lode in No. 1 drive.

REDUCTION WORKS.

Mill Stamps.—These ran equal to 27 full days of 24 hours, crushing 2,085 tons of headings, 274 tons Tankong ore, and 26 tons Jalis ore, and the Berdan Pans ran part time, part on mill sand and part on calcined Tankong concentrates, for a total product from stamps and pans of 513 ozs. amalgam, from which was realized for shipment 179·3 ozs. of bullion as

Calcining.—This was conducted part time on Tankong concentrates.

Cyanide Plant.—This was operated full time, treating 234 tons of tailings (sand and slimes). In the month's results are figured what was treated or partially treated from June 10th to August 31st inclusive, 252 tons; but in the amount treated and the results we have not figured what was in the process of treatment after 17th September. The product of the above 486 tons was 97 of bullion assaying here 442 fine giving it a gold value of £1 17s. 6.5d. per oz.

GENERAL.

Transport.—Our equipment and supply of local transportation has been wholly insufficient.

Water Power.—Has been barely sufficient during the latter part of the month to furnish us power required.

Rainfall.—This was 9.14 inches at Manager's house.

Health.—Europeans have generally enjoyed good health and no special sickness among our Asiatics.

Timber and Firewood.—This has been plentiful in the jungle though at some little distance from our present works.

Labour.—This has been plentiful except in one or two branches of our operations.

Considerable attention has been paid to reorganizing and attempting to reform the system at our office, of handling our stone and conducting operations here generally.

SECRETARY'S NOTE.—An "Adit" is a horizontal entrance to a mine driven in from the side of a hill.

THE GREAT FIRE AT SHANGHAI.

Shanghai, 24th October.

Between half past four and five o'clock this morning the alarm called the firemen out to No. 4 district. The scene of the fire was in the poor one neighbourhood where Canton, Chekiang, and Hoopeh Roads meet each other and when the firemen reached the scene of the outbreak the flames had a firm hold upon all four corners. An immense area was simply one mass of seething flames, which surrounded fire hydrants, gas lamps, and everything else, over a space of 16 or 18 mow, while the houses at the four corners were long beyond all hopes of saving. We are credibly informed that the fire broke out at about 3.45, at which hour the Chinese began removing their goods and chattels and no one thought of giving the alarm, whilst no police constable appeared upon the scene till the flames were made out, through the heavy morning fog, by the drowsy watchman at the Central Fire Tower, just about 4.38 a.m. To this delay in giving the alarm the immense amount of damage must be largely ascribed, and the matter ought to be investigated. When the firemen arrived it was at once apparent that their only work was to prevent the flames from spreading, the houses already in the grasp of the flames being long beyond all hope. All the available hose was laid on, but as the hydrants were all hot and the ground between the lines of burning houses at a tremendous temperature this was not an easy matter. Several lengths of hose burst with the heat and two of the firemen got rather badly hurt at the start, Mr. Everall's face being severely burnt, while a red hot nail attached to a burning beam penetrated Mr. Algar's hand. So intense was the heat that two other firemen had to be carried away in a fainting condition, and it was only with great difficulty that the firemen could get within fighting range of the fire at all. Houses and walls were toppling down in all directions and altogether the scene was a lively and terrible one for a couple of hours. But gradually the men mastered the fire-fiend and steadily encompassed his attempts to break through their lines, as it was not till after three hours' arduous work that a visible impression could be seen and then only when about 150 houses or upward had been laid in ruins. Even now the Chinese assistants of the firemen are hard at work with half a dozen lines of hose steadily playing upon the debris. About 150 houses with Municipal numbers have been completely destroyed, with numberless smaller nooks and crannies wherein the natives pack like sardines. All sorts and conditions of dwellings and shops are involved in the common ruin, which cannot involve a loss to the unfortunate people of much less than Tls. 200,000 though a little over one fifth part of this is insured. The largest blocks destroyed belonged to Messrs. Ireson & Co., who are insured with the Royal for about Tls. 24,000. Another block, belonging to a Chinawoman, is registered in the name of Dickswell and is insured for Tls. 2,000, but as there were over 50 houses on her lot that sum only represents a tithe of her loss. The insurance losses are not yet quite made up, but the China Fire has Tls. 7,000 and the South British Tls. 2,000. It is estimated that over 1,000 persons are rendered homeless by the conflagration, the origin of which is, as usual, unknown, except that it is supposed to have broken out in a tobacco or cigarette shop at the corner of Canton and Hoopeh Roads.—*China Gazette.*

THE MEN THE EMPRESS-DOWAGER TRUSTS.

According to a Peking official of high rank now on his way to his home in the South, the men in whom the Empress Dowager has the most trust, at the present moment, are Jung Lu and Kang Yi, ex-Governor of Kuangtung and now President of the Board of War. The latter has been most energetic in trying to stamp out reform, while the former has, so far, always counselled moderation. Jung Lu, however, is the most dreaded man in Peking to-day as well as the most powerful. Chung Li, President of the Board of Punishments and Commandant of the Peking Gendarmerie, is also a strong reactionist and much trusted by the Empress Dowager. This man and Kang Yi were two of the most energetic in seeking for the Reformers during the *coup d'état*, and personally conducted the search for them, having extended their investigations even to Tientsin.—*N. C. Daily News.*

REPORTED ATTEMPTED ESCAPE OF THE EMPEROR.

It is stated from Peking that His Majesty Kuang Hsü contrived not many days ago to escape from his prison in the island at the Southern Lakes, Eho Park, where he had been confined by the Empress-Dowager since the *coup d'état*. But when his Majesty got to the Park gates, the Imperial guards, all creatures of the Empress-Dowager, shut the great gates in his Majesty's face. A crowd of eunuchs who dared not offer the Imperial person any violence or attempt to use force in preventing his Majesty walking to the Park gates, however, followed him in a body and upon the gates being closed they all knelt in front of the Emperor beseeching his Majesty with tears to have mercy on them and not attempt to escape, for it would mean the death of all of them as well as of the guardsmen at the gates were he to do so. The guardsmen also *kowtowed* and joined in the general prayer while on the other hand they sent one of their number to apprise the Empress-Dowager at Peking of the matter. The Emperor finally took pity on his suppliant subjects and quietly returned to his prison.—*N. C. Daily News.*

THE YELLOW RIVER.

A Peking telegram of the 20th October to the *N. C. Daily News* gives the following Imperial decree:—

I, the Empress-Dowager Tze-hsi-tuan-yu, etc., etc., desire to express my anxiety and pity for the sufferings of our poor subjects who have been thrown into great distress by the recent floods of the Yellow River, in spite of the repeated attempts at strengthening the embankments annually. I cannot stand by and merely look upon all these disasters which overwhelm our subjects, without trying to do something to prevent a recurrence of these fearful inundations caused by the breaches in the embankments, and I therefore command that the high authorities in the provinces seek for some persons expert in the important subject of river conservation whose hands are clean and who have shown ability in their duties, for recommendation to the Throne and appointment for the work in hand. As this will concern the protection and welfare of the people I trust that all our officials will recognise the gravity of the situation and assist me in procuring the right persons for such a work of importance. Let this be published far and wide to all concerned.

THE CHARGE OF THE 21ST LANCERS.

A DASHING EXPLOIT.

The special correspondent of the *Pioneer* clear the way to Omdurman for the advancing infantry. They left the latter still in the zariba preparing to form for the march, while they trotted southwards in columns of squadrons. They passed between the Signal Hill and the Nile, and surmounting the rise entered on the plain which stretches for three miles to Omdurman. Here they at once caught sight of about 400 dervishes in a nullah or *korr* to their right front. Leaving one squadron in reserve, they wheeled into line, and as they did so, five times the number of those they had originally seen, showed themselves to the *korr*.

But as the Colonel expressed it, "though there were about 2,000 of them and we were only 320, it was bad to go back now," for the Lancers were already alive and were looking forward to a charge. So forward went these 320 untried British troopers, the Colonel leading *without sword or revolver*. They started at a gallop from a point about three-quarters of a mile distant from the *korr*, and from the moment they were off they were under a heavy but ill-directed fire. As they approached, the dervishes rose to their feet. They were in four or five solid ranks, and were almost all infantry armed with swords and spears, about half being riflemen. Each Lancer, like men entering the lists in the days of chivalry, picked his man and went for him. None had eyes for what was round him. The melée was a number of simultaneous duels. Perhaps the officers came off best, for the dervishes seemed unwilling to face revolvers.

The Colonel dashed down the three foot drop into the *korr*, his horse falling with the impetus one man and then a second. Then out on the other side the Colonel emerged untouched.

Captain Fowle, who led the centre squadron, jumped two men who were crouching together to stab at him, then shot two with his revolver, and missing two more escaped also untouched. Behind him came the perfect line of the Lancers, Howard, the *Times* correspondent, well up in the front line. A few seconds of parrying and shooting and stabbing and all were out beyond the *korr*, except those who were unhorsed. There now followed a series of most gallant and (for the most part) successful attempts at rescue.

Some had been unhorsed through their chargers having stumbled, but most from having their horses hamstrung or badly wounded by the dervishes. Lieutenant Grenfell was down and surrounded by a crowd of the enemy, who fell upon him savagely and cut him in pieces.

Lieutenant de Montmorency and Captain Kenna rode in, and driving them off extricated the body. Then Captain Kenna returned for Captain Wyndham, who was also unhorsed, and who had fired off all his cartridges, handed him his own revolver, took him up behind him on his horse, and galloped out to the rallying point beyond the *korr*.

Surgeon-Major Pinches was also unhorsed and about to be surrounded. Sergeant-Major Brennan rode in, and driving off the assailants let Major Pinches catch hold of his horse's tail.

Private Brown, though badly wounded himself, stopped beyond the korr to let Private Varley hold on to his horse's tail, took him to a place of safety, and then returned to Private Rawlett, who was unhorsed and wounded by swordcuts in both arms, and just about to be surrounded; took him due to a place of safety, and gave him his own field dressing.

Sergeant Diggs had two fingers severed by a sword-cut, but though he was nearest to the Doctor he refused to be attended to until others had been cared for. "Plenty much worse off than me, Sir," he said.

Sergeant Vesey, Private Byrne, and Sergeant Freeman were all wounded, Byrne badly in two places. Vesey had his nose cut right off, but the two Sergeants rallied their troops as if nothing were the matter, and Byrne, when told to fall out, said: "Do let's have one more go at the devils, Sir." Such is the stuff these British troopers are made of—troopers who had never been on service before.

At the rallying point the men dismounted, and firing volleys at (I think) 700 yards range drove the dervishes in a North-Westerly direction back on the advancing infantry.

It was now seen that the Lancers had lost 20 men killed and about 70 wounded, while 119 horses were killed or wounded. The number of casualties out of a total number of 320 men and horses engaged speaks for itself: and I ask in vain of students of military history for any parallel charge in the records of British cavalry during the last forty years. I wonder if any of your readers can tell me of one?

The charge was almost strategically valueless, for the enemy elsewhere was being decisively defeated, but the moral effect was enormous. These men charged not to win any tactical advantage, or because they could not with honour go back (for the force which faced them was almost ten times their number), but just to prove to everyone that British cavalry is the bravest in the world. You in India know well how valuable such an example set by white troops must always be: how far the knowledge of the achievement spreads, and what a deep and lasting effect it has through the Empire. Thus the charge of the Lancers, though strategically almost valueless, was the more glorious and valuable perhaps on that account.

THE VALUE OF THIBET TO ENGLAND.

Mr. Archibald Little has a letter in the *Spectator* on the value of Thibet to England in which, after describing the country, he says:—

While sojourning on the plateau—the *ts'ao ti*, or grass land, as the Chinese call it—I have been the guest of the Thibetan border tribes, and although the people are timid and suspicious, I found the men far more frank and manly in their behaviour than the Chinese, while the women, who do all the work and all the entertaining, are politeness itself, with a grace and freedom of manner which forms a contrast to that of the downtrodden Chinese women as pleasing as it is surprising. As a merchant and wool-buyer, my presence amongst them did not raise the suspicions which a missionary or a purely scientific traveller cannot fail to give rise to. The Thibetans on the Szechuen border are a remarkably handsome race, with the splendid physique and carriage of the mountaineer; they have little of the repulsive Mongol type in their features; many of the younger men would pass for handsome Italians, while the young women are florid brunettes, prepossessing both in manners and appearance.

The Chinese derive no revenue from Thibet, and their supremacy is all but nominal. The tribes are under their own Tu-sze or headmen, with a few Chinese "residents" posted along the chief highways of the country. A few small bands of ill-disciplined Chinese soldiers guard the frontier towns in Szechuan, and are posted at wide intervals along the great high road to Lhassa. But generally the Thibetans know little of the Chinese, who scarcely interfere with them in any way. The Thibetans all go armed with sword and musket, while the Chinese in the border towns of Thibet, as elsewhere, are ignorant of arms, and could not resist a serious attack if made. But a peaceful trading intercourse between the two peoples appears to have removed all danger of a renewal of the wars that were constant for a hundred years or more after the so-called conquest of

the situation, and the consequence was chang long before the racing came to a conclusion.

ROUGH AND READY METHODS.

Franz Netscher, the retiring president, was just the man for the position. A man of considerable experience in racing matters, with a clear head and an even temperament, he was able to restrain the impetuosity and volubility of the talkative ones like Hansez, as well as to mollify the wounded pride of delegates like Connolly (of Ireland) or Britton (of England). I shall never forget the dignified part he played in the lively little scene we had at the Antwerp meeting. This was the second time the championships were held, and every representative from the different nations considered himself a personage of vast importance. Whilst the racing was in progress an altercation arose between one of these rulers and an English rider named Broadbridge. It was a very trifling matter, but it involved the English delegates present in a quarrel they would gladly have been spared. Upon these occasions everyone with a rosette thinks it adds to his importance if he can order some less fortunate individual from pillar to post, and it may be presumed that it was while in search for a victim that the official fell foul of Broadbridge, who proved to be a stubborn bit of goods in no wise overawed by the official position of the gentleman who ordered him from the course. Broadbridge declined to be ordered about, and the official commenced to hustle him away. This the cyclist could not tolerate, and in a moment he had let out at the resetted one with a good hard, old-fashioned English punch. It instantly became a question of Belgium versus England, and we seemed to be in for exciting times. Franz Netscher, himself a Belgian, quickly took the matter in hand, and in a couple of minutes had the differences healed. Had the same gentleman been present at Vienna, I feel quite certain that the rough and ready methods adopted by the local committee for managing the meeting would have been improved upon very quickly. Absolutely no provision was made for reporters who had travelled long distances to write special accounts of the racing, and to please and entreaties the officials were callously frigid. This is not as it should be at an important meeting of this kind, and I am sadly afraid that my sanguine expectations concerning the future of the Association and its scope of influence will have to be toned down ere the races are held in Europe again. Taking the whole of the series of championship gatherings Scotland easily carries off the palm for good management, despite the fact that at the outset some few of the officials were over-weighted with their own importance. A few more festivals run on Vienna lines, and we shall soon see the end of the I.C.A.

WORLD'S CHAMPIONS.

The new champions are Albert (Germany) and Cherry (England) in the amateur class, and Banker (America) and Palmer (England) in the professional class. Albert, the amateur mile champion, has been regarded as the coming man for some little time, and from the manner in which he cut down our own Summersgill, Opel, and Aghemmic in the final it is pretty evident that he has "come." He is a slim, fair youth, with sonsie face and laughing eyes, and a finishing sprint that is really brilliant. Cherry, who has distinguished himself over and over again at long distance racing in England, had little difficulty in disposing of his foreign rivals. In appearance he is as dark as Albert is fair, having an olive complexion, and dark hair and eyes. Palmer gained a bloodless victory in the 100 kilometres race, none of the men entered entering the lists against him. The one mile professional champion is George A. Banker, who thus avenges the defeat of 1895 at Cologne. I have always had a warm corner in my heart for the unassuming American, who had the vilest luck in the German city, when Protin's friends worried the judges into subjection. Seeing that Banker was riding in tip-top form when Zimmerman was in Europe, he must have taken great care of himself to be able to show a clean pair of heels to men like Jacquelin, Verheyen, Aroud, etc. Excellent a rider as Banker is, however, I am by no means sure that he is the best professional in the world at a mile, for Bourillon, the French flyer, must always be considered when championships are under discussion. Some queer stories were afloat in Vienna as to the cause of his absence, and it helps to show to what extremes some will go when a crack rider stipulates for a set sum to be paid him for competing in a race for the championship of the world. I do not know that we have any right to blame men for pursuing this course, title of champion to be the fastest man in the world in a sprint, and if a match could be arranged between the French crack and Banker it should prove an immense attraction.

TRIFLES AS LIGHT AS AIR.

Owing to the sheer obstinacy of certain railway officials in Germany a certain little tandem tour was brought to a premature conclusion at Frankfort, at which place self and friend had the felicity of spending a whole day in the station and the immediate vicinity. We suffered keen disappointment and paced the spacious terminus station with bitter feelings of resentment. But when most gloomy a little incident came under our notice that compelled laughter and the comforting philosophy that although things were bad they might have been worse. For hour after hour we had been badgering the railway officials as to the prospect of regaining the truant tandem bicycle, and thought our lot a particularly hard one. While engaged in peregrinating the platforms from end to end, and peering first in one nook and then in another, we happened frequently upon a vendor of toy balloons who looked the picture of abject misery and despair. With scrupulous impartiality this wretched individual interviewed the officials, high and low, and each in turn shook the intruder off as quickly as possible with an evasive reply. As he refused to be comforted we fell to wondering as to the source of his trouble and perturbation. With some thirty or more gaily coloured balloons floating at the end of a string above the heads of the crowd the poor fellow was a rather conspicuous object at a busy station like Frankfort, and it was almost pitiful to see his frequent enquiries cut short in the curtest possible manner. All of a sudden I discovered the cause of the man's misery. Gazing up at the noble span of the iron roof I saw the companion set of toy balloons nestling in a corner of one of the ornamental iron girders at a height of 100 feet or more from the ground. So far as it was possible for one to judge they were absolutely beyond recovery unless special scaffolding was erected, and under the peculiar circumstances one could not be surprised at the off handedness of the railway men. How they came to escape can only be conjectured, but had they represented so many sovereigns instead of only so many coppers the poor fellow could not have shown greater anguish over his loss. As the different trains unloaded, the attention of the passengers was at once arrested by the crowds who stood gaping up at the roof, while the owner of the balloons wandered aimlessly hither and thither, hoping against hope, probably, that they might float down as airily as they soared to the glass roof. Frankfort-on-the-Maine possesses a remarkably fine railway station, the span of the iron girders over the central platforms being as extensive as anything of the kind I have seen in England. I should not wonder if those toy balloons become famous as the years roll by, for there appears to be no possible chance of their re-capture until the painters get to work on the roof. We had a good laugh over it, and for the once forgot our own tandem trouble.

AN ASTUTE MATCH MAKER.

For some considerable time I have considered A. R. Downer a perfect genius at match-making, for not only has he the nicest estimate of his own abilities, but he appears to know the capabilities of all the other running men besides. I have no record at hand to enlighten me as to the result of all Downer's running matches, but I have no recollection of his being decisively beaten since he joined the professional ranks, although I have a suspicion that E. C. Bredin beat him in one of his matches. There is an old saying which runs to the effect that a match well made is half won, and there is a good deal of truth in it. It was rather a bold thing for the ex-amateur to offer a big start to such a man as Hutchens, but the result of the match showed that Downer had weighed up the situation very cleverly indeed, although he had to put his best foot foremost in order to defeat the sturdy old pedestrian from Putney. Youth must be served, we know, but I should not have been displeased to learn of the victory of Hutchens. Some 17 years ago, when Len Myers, the famous Yankee runner, was in England, the old Sheffield handicap man was in brilliant form, and if rumour was to be credited, he was in the habit of giving away big starts to Myers and romping home with ease. To see Hutchens finish in a race is a revelation—at least, it was when in his prime—and I am inclined to believe that he has been the speediest Englishman the century has seen over any distance up to 300 yards. To me it is abundantly evident that whoever makes a match with Downer has need to keep both eyes very wide open, for in racing parlance, he gives nothing away. Up to the present he has done nothing very great in the big English handicaps, but when once he gets into a winning vein I shall not be surprised to see him accomplish something phenomenal. He is about at his best now, and would do even time over 120 as many times as he was asked to do it. There appears to be a crute little syndicate in our midst from America, too, and Downer may find his resources taxed a little more than usual before he gets any of the American dollars in his purse.

SUMMER FOOTBALL.

The phenomenal weather enjoyed during the opening weeks of the present month must have been dreadfully trying to the professional football player who had to turn out and work in the broiling sun for an hour and a half. I am not alone in holding that the whole of our English seasons have been gradually growing later and later, and that the September of 1898 would just about represent the August of 1798. But just fancy playing football under such conditions. Ere now I have seen men chasing the leather in overcoats, and the goalkeeper protecting himself from the inclemency of the weather with an umbrella, but playing a winter game with the thermometer registering something over 80 in the shade suggests that the times are out of joint. September has certainly been a most glorious month, and it would have been an excellent time for Yorkshire, Nottingham, and the other counties who run cricket matches to have given the youngsters a chance of showing their ability in decent weather instead of bringing them out in April when raw, marrow-freezing winds are howling around, and the sight of a cricket ball being hit straight at one brings on a shudder. Some day a wise legislator will arise and put a stop to football in early September, and I can only hope that his advent is near. I am an admirer of both games in their place, but I must permit myself to say that football should have no place amongst our outdoor sports until the September moon has waxed and waned.

SHIPPING REPORT.

The Japanese steamer *Doyo Maru*, from Iloilo 21st Oct., had on the 21st, 22nd, and 23rd fine weather. On the 24th, 25th, and 26th storm.

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Prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEWAN, TOMES & CO., Agents.

Hongkong, 23rd June, 1898. [1391

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & CO., Agents

Hongkong, 16th May, 1892 [19

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [67

NORTH-GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSSEN & CO.

Hongkong, 29th May, 1895. [20

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & CO., Agents.

Hongkong, 16th November, 1872 [18

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE

Absolutely Smokeless and Water-resisting THE BEST NITRO-POWDER IN THE WORLD.

PRICE OF 12-BORE CARTRIDGES:—

	Loaded with Powder only.	With Powder and 1 oz of Shot.
Primrose Cases	$5.65	$7.40
Pegamoid Cases	6.25	8.00
Ejector Brass Cases	6.90	8.65

5% discount on orders of 1,000 and over.

Apply to,

WM. SCHMIDT & CO., Gunmakers, Hongkong.

Hongkong, 27th July 1897. [1421

WILLIAM LYSAUGHT & SON.

WANCHAI MACHINERY GODOWNS AND ENGINEERING ESTABLISHMENT.

1 to 8, Cross Lane, Wanchai.

A LARGE STOCK OF MACHINERY, by the best English makers, always on hand, such as Steam Steering Gear, Steam Winches, Steam Capstans, Steam Pumps, Steam Donkey Pumps, Hydraulic Presses, Sugar Mills, Marine Boilers and Engines, Stationary Boilers and Driving Engines, Steel Boiler Plates, Pig Iron, etc., etc.

We are now prepared to execute orders for the building or repairing of all kinds of machinery with quick despatch and good workmanship. Enquiries solicited for any of the above or the complete plant of any kind of machinery.

WM. LYSAUGHT & SON, 139, Wanchai Road.

Hongkong, 30th August, 1898. [2338

PORTLAND CEMENT

J. B. WHITE & BROS.

SOLE AGENTS FOR CHINA, HOLLIDAY, WISE & CO.

Hongkong, 11th April, 1883 [1978

INTIMATIONS.

(ESTABLISHED 23 YEARS).

W. ROBINSON & CO.

HIGH CLASS PIANOS

COLLARD & COLLARD, BRINSMEAD, ALLISON, RACHALS, ROSENKRANZ, KAPS.

LOW PRICES ACCEPTED. EASY MONTHLY PAYMENTS.

THE ONLY FIRM DEVOTING THEMSELVES ENTIRELY TO THIS BUSINESS. [1694

UNITED ASBESTOS ORIENTAL AGENCY (LIMITED).

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE UNITED ASBESTOS COMPANY, LD., LONDON,

CONTRACTORS TO H. M. GOVERNMENT.

MANUFACTURERS OF THE Best Qualities of ASBESTOS GOODS and PACKINGS. HYDRAULIC and SELF LUBRICATING PUMP PACKINGS of all Kinds. "VICTOR" METALLIC BOILER JOINTS. ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the Best Qualities.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.

THOS. SKINNER, Superintendent.

DODWELL, CARLILL & CO., General Agents

34]

LANE, CRAWFORD & CO.,

20 YEARS SOLE AGENTS FOR THE PIANOS OF COLLARD & COLLARD. [2—2118

TO LET

TO LET.

THE SECOND FLOOR of No. 2, PEDDER'S STREET. Suitable for Offices and Residence.

Apply to A. R. MARTY.

Hongkong, 28th September, 1898. [1580

TO LET.

FROM 1st DECEMBER next, unfurnished, PEAKSIDE SOUTH.

For Particulars, apply to G. C. C. MASTEE, 12, Queen's Road Central.

Hongkong, 15th September, 1898. [1963

TO LET.

"GREENMOUNT," BONHAM ROAD.

Apply to GILMAN & CO., Agents.

Hongkong, 7th July, 1898. [1441

TO LET.

"BELVEDERE," 5 ROOMED BUNGALOW, PLANTATION ROAD, to be let, Furnished, for 6 months from 17th September.

SEMI-DETACHED VILLA RESIDENCES on BOWEN ROAD. (Now in course of erection.)

Property now occupied by the BOWRINGTON SAW MILLS.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 30th September, 1898. [48

TO LET.

CONVENIENT OFFICES, 1st and 2nd FLOORS, 18, BANK BUILDINGS, Hongkong.

Apply to M. J. D. STEPHENS, Solicitor.

Hongkong, 29th September, 1898. [706

TO LET.

A FURNISHED BUNGALOW, MID LEVEL. Suitable for married couples or single gentlemen. Tennis Court.

Apply to MRS. HATHERLY, Isdale, Kowloon.

Hongkong, 17th June, 1898. [1306

TO LET.—UNFURNISHED.

NO. 3, STEWART TERRACE, PEAK. Immediate Possession.

For further Particulars, apply to C. VIVIAN LADDS, Government Offices.

Hongkong, 17th September, 1898. [1982

TO LET, FURNISHED.

BICTON, Plantation Road Gap, Mount Gough, at present occupied by Mr. H. F. METERINK, with possession on 1st of November.

For further Particulars, apply to WM. MEYERINK & CO.

Hongkong, 13th October, 1898. [2202

TO LET.

FROM 1st DECEMBER, 1898, NO. 10, MOUNTAIN VIEW, The PEAK.

Apply M. J. D. STEPHENS, 18, Bank Buildings.

Hongkong, 25th October, 1898. [2301

TO LET.

NO. 4, LOWER MOSQUE TERRACE.

Apply to CHAN YAU, Nos. 1 & 2, Lower Mosque Terrace.

Hongkong, 26th October, 1898. [2310

TO LET.

HOUSE No. 4, DES VŒUX VILLAS, with use of Tennis Court.

OFFICES in Marine House, QUEEN'S ROAD.

No. 3, DUDDELL STREET.

GROUND FLOOR GODOWN in DUDDELL STREET.

No. 31A, "WEST VILLA," POKFULUM ROAD.

Apply to BELILIOS & CO.

Hongkong, 25th October, 1898. [2302

TO LET.

THE GROUND FLOOR of the "NEW CLUB" premises—the best business position in the colony. Suitable for High Class Shops or Offices.

Apply to THE SECRETARY, A. S. WATSON & Co., Limited.

Hongkong, 10th October, 1898. [2178

PRIVATE BOARD AND RESIDENCE

Mrs. GILLANDERS. GLENEALY BUILDINGS.

Hongkong, 9th January, 1896. [1997

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER, 2, Pedder's Hill.

Hongkong, 1st January, 1892.

益生怡

YEE SANG & CO., COAL MERCHANTS

have always on hand LARGE STOCKS OF EVERY DESCRIPTION OF COAL.

Address:—Care of Messrs. KWONG SANG & Co No. 68, PRAYA.* [756

AMERICAN SYSTEM OF DENTISTRY

AT No. 39, QUEEN'S ROAD CENTRAL. CHADWICK KEW, (LATE OF POATE & NOBLE).

Hongkong, 13th July, 1897. [1896

FOR SALE

H. F. CARMICHAEL. CONSULTING ENGINEER AND SURVEYOR.

18, PRAYA CENTRAL.

NEW AND SECOND HAND LAUNCHES FOR SALE.

DESIGNS and Specifications for all classes of Steamships. Launches a speciality. New work and repairs supervised.

Telegrams, "CARMICHAEL," Hongkong. Telephone, No. 111.

H. F. CARMICHAEL.

Hongkong, 30th April, 1898. [1209

RUINART PERE & FILS, REIMS

Established 1729.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality. Extra Dry (Greca Seal).

LAUTS, WEGENER & CO. Sole Agents.

Hongkong, 17th May, 1895. [1104

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1889, WHITE SEAL.

$36.25 .....per case of 1 dozen quarts.
$38.50 .....per case of 2 dozen pints.

ED. KRESSMANN & CO.'S RED AND WHITE BORDEAUX WINES.

C. G. HIBBERT & CO.'S BOTTLED ALE & STOUT

SIEMSSEN & CO.

Hongkong, 4th September, 1897. 53

CUTLER, PALMER & CO.'S

PRICE $10.75 PER DOZEN NET

SPECIAL BLEND WHISKY

Blend of Selected Distillations of the Finest Scotch Whiskies

Apply to SIEMSSEN & Co., Hongkong. [37

CUTLER, PALMER & CO.

WINE SHIPPERS SINCE 1815, Who have consigned their Brands to Hongkong for over half a century.

Apply to G. C. ANDERSON, Hongkong, 13, Praya Central.

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month by month; it is of Superb Quality and of CUTLER, PALMER & Co.'s SELECTION.

Sole Agents for it— LANE, CRAWFORD & Co., Hongkong.

JOHN WALKER & SONS' FAMOUS KILMARNOCK WHISKY.

This World-renowned Fine OLD HIGHLAND WHISKY is shipped by CUTLER, PALMER & Co., and is obtainable in Hongkong of G. C. ANDERSON, No. 13, Praya Central.

Hongkong, 26th July, 1897. [628

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats, as FOUL WATER is the cause of much Sickness on board Ship.

We are the ONLY WATER BOAT COMPANY in HONGKONG EXCLUSIVELY supplying FILTERED WATER.

CALL FLAG W.

J. W. KEW & CO., STEAM WATER BOAT COMPANY.

Hongkong, 9th October, 1895 [1271

MITSUI BUSSAN KAISHA

No. 6, ICE HOUSE STREET, PRAYA CENTRAL.

Head Office:—TOKIO.

Branch Offices:—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG, and all Ports in JAPAN.

AGENCIES:—
Miike Coal Mines.
Ohnoura Coal Mines.
Kanada Coal Mines.
The Miike Cotton Spinning Mill, Ld.
Tokyo Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills,
Cotton Cleaning and Working Co., Shanghai.
Onoda Cement Company, Japan.
Kanegafuchi Cotton Spinning Mill.
Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory.

Hongkong 4th August, 1897. [240

JAPAN FINE ART CURIOS

KUHN & KOMOR,

HONGKONG; YOKOHAMA; KOBE. [2859

BOMBAY BURMAH TRADING CORPORATION, LIMITED. BANGKOK AND RANGOON.

TEAK SQUARES, PLANKS, BOARDS and SCANTLINGS, PLANED, TONGUED, and GROOVED BOARDS, FOR FLOORING, CEILING, WALLING, &c. TEAK SHINGLES FOR ROOFING.

PINKADOW RAILWAY SLEEPERS for all GAUGES.

Rates Supplied and Orders Booked by JARDINE, MATHESON & CO.

Hongkong, 3rd May, 1895. [699

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND .....$ 9,000,000
RESERVE LIABILITY OF PROP'TORS.$10,000,000

COURT OF DIRECTORS

Hon. J. J. BELL-IRVING—Chairman.
R. M. GRAY, Esq.—Deputy Chairman.

C. Beurmann, Esq. | R. L. Richardson, Esq.
David Gubbay, Esq. | P. Suchsa, Esq.
A. Haupt, Esq. | R. Shewan, Esq.
A. McCosham, Esq. | N. A. Siebs, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER: Hongkong—T. JACKSON, Esq.

MANAGER: Shanghai—J. F. WADE GARD'NER, Esq.

LONDON BANKERS—LONDON & COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON, Chief Manager

Hongkong, 15th August, 1898. [13

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL .....£1,000,000.
PAID UP CAPITAL .....£ 324,374

HEAD OFFICE—HONGKONG.

COURT OF DIRECTORS.

D. GILLIES, Esq. | CHAN KIT SHAN, Esq.
J. T. LAUTS, Esq. | CHOW TUNG SHANG, Esq.
KWAN HOI CHUEN, Esq.

Chief Manager. G. W. F. PLAYFAIR.

Interest for 12 Months' Fixed .....5 %

Hongkong, 1st December, 1897. [15

THE MERCANTILE BANK OF INDIA LIMITED.

AUTHORIZED CAPITAL £1,500,000
SUBSCRIBED £1,125,000
PAID UP .....£ 562,500
RESERVE FUND .....£ 10,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance.

ON FIXED DEPOSITS:—

For 12 months .....4 %
" 6 " 3½%
" 3 " 2½%

J. THURBURN, Manager, Hongkong.

Hongkong, 27th October, 1897. [16

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

SUBSCRIBED CAPITAL .....Yen 12,000,000
PAID UP CAPITAL..... " 10,500,000
RESERVE FUND ..... " 6,960,000

HEAD OFFICE—YOKOHAMA.

BRANCHES & AGENCIES.

Kobe, London, San Francisco, New York, Lyons, Honolulu, Bombay, Shanghai

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LIMITED. PARR'S BANK, LIMITED. THE UNION BANK OF LONDON, LIMITED.

HONGKONG AGENCY—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposits for 12 months 5% per annum.
" " " " 6 " 4% " "
" " " " 3 " 3% " "

S. CHOH, Agent.

Hongkong, 1st October, 1898. [900

THE CHARTERED BANK OF INDIA AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE, LONDON.

CAPITAL PAID-UP..... £800,000
RESERVE LIABILITY OF SHAREHOLDERS..... £800,000
RESERVE FUND..... £450,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balances.

On Fixed Deposits for 12 months ... 4 per cent.
" " " 6 " 3½ "
" " " 3 " 2½ "

T. H. WHITEHEAD, Manager, Hongkong.

Hongkong, 24th May, 1898. [17

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, T. JACKSON, Chief Manager.

Hongkong, 1st August, 1895. [14

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL.. Shanghai Tls. 5,000,000
PAID-UP CAPITAL ..... " " 2,500,000

HEAD OFFICE: SHANGHAI.

BRANCHES AND AGENCIES.

Canton. Hankow. Chefoo. Peking. Chinkiang. Swatow. Foochow. Tientsin.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.

INTEREST ALLOWED ON DEPOSITS

At 2% per annum on Current Account daily balances.

3% per annum on Fixed Deposits for 3 months.
4% " " " " " 6 "
5% " " " " " 12 "

E. W. RUTTER, Acting Manager.

Hongkong, 15th October, 1898. [2219

IMPERIAL BANK OF CHINA.

NOTICE.

THE HONGKONG BRANCH of the above BANK has This Day been OPENED at its Temporary Offices, No. 4, QUEEN'S ROAD CENTRAL (1st Floor).

By Order of the Directors. E. W. RUTTER, Acting Manager.

Hongkong, 15th October, 1898. [2220

SIEN TING,

SURGEON DENTIST, No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE, Consultation Free.

Hongkong, 23rd September, 1891. [2041

DAVID CORSAR & SON'S MERCHANT NAVY, NAVY BOILED, LONG FLAX, RELIANCE CROWN, TARPAULING CANVAS

ARNHOLD, KARBERG & CO., Sole Agents.

2886]

VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. steamer *Bengal*, with the English mail of the 30th ultimo, left Singapore on Sunday, the 23rd instant, at 1 p.m., and may be expected here on or about Friday, the 28th instant. This packet brings replies to letters despatched from Hongkong on the 27th August.

THE AMERICAN MAIL.

The P. M. steamer *City of Peking*, with the American mail, left Yokohama this morning, the 28th instant, and may be expected here on or about Saturday, the 5th proximo.

The O. & O. steamer *Gaelic*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki, and Shanghai on the 11th instant.

The P. M. steamer *China*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 20th instant.

THE CANADIAN MAIL.

The C. P. R. Co.'s steamer *Empress of India* arrived at Nagasaki at 6 o'clock on Thursday morning, the 27th instant, and left at 4 p.m. of same day for Shanghai where she is due to arrive at midnight on Friday, the 28th instant.

THE AUSTRALIAN MAIL.

The C. N. Co.'s steamer *Chingtu*, from Australian Ports, left Port Darwin on the 20th instant, and may be expected here on or about Saturday, the 29th instant.

THE INDIAN MAIL.

The steamer *Suisang*, from Calcutta and Straits, left Singapore for this port on Sunday, the 23rd instant.

MERCHANT STEAMERS

The P. & O. steamer *Bombay* left Bombay for this port on the 19th instant.

The N. P. steamer *Braemar* has arrived at Yokohama and sailed for Kobe and Hongkong on the 23rd instant.

The steamer *Glenturret*, from London and Straits, left Singapore for this port on the 24th instant.

The N. P. steamer *Tacoma* sailed from Tacoma for Japan and Hongkong on the 25th instant.

The N. P. steamer *Columbia* has arrived at Yokohama and sailed for Kobe and Hongkong on the 25th instant.

The O. S. S. Co.'s steamer *Orestes*, from Liverpool, left Singapore on the 23rd instant, and may be expected here on or about Friday, the 28th instant.

The steamer *Bormida* left Singapore on the 22nd instant, and may be expected here on or about the 29th instant.

The East Asiatic Co.'s steamer *Siam* passed the Canal on the 7th instant, and may be considered due at Singapore on or about the 29th instant.

The N. Y. K. steamer *Hiroshima Maru* (Bombay Line) left Kobe, via Moji, for this port on the 22nd instant, and is expected to arrive here on the 30th instant.

The N. Y. K. steamer *Sanuki Maru* (Europe Line) left Singapore for this port on the 25th instant, and is expected to arrive here on the 31st instant.

The "Shire" Line steamer *Merionethshire*, from London, left Singapore on the 26th inst., and is due here on or about the 31st instant.

PASSED THE CANAL.

OUTWARD.—4th October—*Benlawers*. 7th Oct.—*Volute*. 11th Oct.—*Energia, Melbourne, Kaisow*. 14th Oct.—*Shanghai, Koningsberg*. 18th Oct.—*Glenavon, Indus*. 21st October—*Bamberg, Harperley*. 25th October—*Armenia, Bayern, Kenmore*.

HOMEWARD.—25th October—*Lin, Dardanus, Gaela, Suevia, Scotra*. 27th October—*Malaya*.

POST-OFFICE NOTICES.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is corrected to a much later hour than that given below.

PEAK DELIVERY closes at Post Office at 11.30 a.m. and 3 p.m. or in Letter Boxes in the Cars by 12 and 3.30 o'clock Trams. Letter Boxes at Peak will be cleared at 12.30 and 4 p.m.

A MAIL WILL CLOSE.

For Bangkok.—Per *P. C. Klao*, to-day, the 28th instant, at 9.30 A.M.

For Swatow and Bangkok.—Per *Wongkoi*, to-day, the 28th instant, at 3.30 P.M.

For Hoihow and Haiphong.—Per *Hongkong Maru*, to-day, the 28th instant, at 9.30 A.M.

For Hongay.—Per *Hermes*, to-day, the 28th instant, at 9.30 A.M.

For Manila.—Per *Yuensang*, to-day, the 28th instant, at 1.30 P.M.

For Tientsin.—Per *Kwongsang*, to-day, the 28th instant, at 1.30 P.M.

For Thursday Island, Townsville, Brisbane, Sydney and Melbourne.—Per *Yamashiro Maru*, to-day, the 28th instant, at 3.00 P.M.

For Kobe and Yokohama.—Per *Kagoshima Maru*, to-day, the 28th instant, at 3.30 P.M.

For Shanghai and Tientsin.—Per *Kweiyang*, to-day, the 28th instant, at 3.30 P.M.

For Hoihow and Haiphong.—Per *Michael Jebsen*, to-day, the 28th instant, at 5.00 P.M.

For Saigon.—Per *Sultan*, to-morrow, the 29th instant, at 1.30 P.M.

For Nagasaki and Vladivostock.—Per *Doephne*, to-morrow, the 29th instant, at 3.30 P.M.

For Nagasaki, Kobe and Yokohama.—Per *Rohilla*, to-morrow, the 29th instant, at 4.30 P.M.

For Swatow and Amoy.—Per *Sishan*, to-morrow, the 29th instant, at 5.00 P.M.

For Port Darwin, Thursday Island, Cooktown, Townsville, Sydney and Melbourne.—Per *Changsha*, to-morrow, the 29th instant, at 5.00 P.M.

For Wuchow.—Per *Kongpak*, on Monday, the 31st instant, at 4.30 P.M.

For Sandakan.—Per *Deucalion*, on Tuesday, the 1st Nov., at 9.30 A.M.

For Moji, Kobe, Yokohama, Victoria and Tacoma.—Per *Glenogle*, on Tuesday, the 1st Nov., at 11.00 A.M.

For Singapore, Colombo and Bombay.—Per *Hiroshima Maru*, on Tuesday, the 1st proximo, at 10.00 A.M.

For Swatow and Shanghai.—Per *Choysang* on Tuesday, the 1st Nov., at 1.30 P.M.

For Singapore.—Per *Ulysses*, on Tuesday, the 1st Nov., at 3.30 P.M.

For Moji, Kobe, Yokohama and Portland, Or.—Per *Columbia*, on Saturday, the 12th proximo, at 10.00 A.M.

MAILS BY THE BRITISH PACKET.

The British Contract Packet *Parramatta* will be despatched on SATURDAY, the 29th inst., with Mails for the United Kingdom, Europe and countries beyond, *via Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar.

8.00 A.M.—Posting of Prices Current and Circulars ceases.

10.30 A.M.—Registry ceases.

10.30 A.M.—Posting of newspapers, books, and patterns ceases.

11.00 A.M. Mail Closes

LATE LETTERS may be posted (from 11.10 A.M.) *with 10 cents late fee* up to 11.30 A.M. after which hour they may be sent on board with the same late fee.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *Hupeh* will be despatched on TUESDAY, the 1st prox., with Mails for Japan and San Francisco, the United States, Canada, Peru, &c., which will be closed as follows:—

10.30 A.M. Registry ceases.

11.00 A.M. Post Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

COPIES of the ART SUPPLEMENTS are sold *only* by Messrs. KELLY & WALSH, LIMITED.

Price $1 per set of three sheets or 50 cents per separate sheet.

Hongkong, 12th July, 1898. [1467

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

B. F. PACKARD, Amer. ship, Allen—Master.
DAPHNE, Ger. steamer, Nissen—Siemssen & Co.
ISIDORO PONS, Spanish str., Roses—Order.
MARY L. CUSHING, Amer. ship, Pendleton—Order.
ST. PAUL, Amer. ship Great—Siewan, Tomes & Co.
VICTOR, Nor. bk., Ferguson—Ostasiatiske Handels-Gesellschaft.

COMMERCIAL.

CLOSING QUOTATIONS.

THURSDAY, 27th October.

EXCHANGE.

ON LONDON.—	
Telegraphic Transfer	1/11⅛
Bank Bills, on demand	1/11¼
Bank Bills, at 30 days' sight	1/11⅛
Bank Bills, at 4 months' sight	1/11⅞
Credits, at 4 months' sight	1/11⅝
Documentary Bills, 4 months' sight	1/11⅝
ON PARIS.—	
Bank Bills, on demand	2.45
Credits, at 4 months' sight	2.50
ON GERMANY.—	
On demand	1.97½
ON NEW YORK.—	
Bank Bills, on demand	47½
Credits, 60 days' sight	48½
ON BOMBAY.—	
Telegraphic Transfer	144½
Bank, on demand	145

VESSELS ON THE BERTH.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU ..... R. Nunome	NAGASAKI, MOJI, KOBE, and YOKOHAMA	FRIDAY, 28th October, at 4 P.M.
YAMASHIRO MARU ..... J. Jones	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE	FRIDAY, 28th October, at 4 P.M.
HIROSHIMA MARU ..... S. Tsuji	BOMBAY VIA SINGAPORE and COLOMBO	TUESDAY, 1st November, at NOON.
SANUKI MARU ..... W. Townsend	KOBE & YOKOHAMA	WEDNESDAY, 2nd November, at 4 P.M.
* KINSHIU MARU ..... F. J. Brown	SEATTLE, WASH., U.S.A., v. NAGASAKI, KOBE, and YOKOHAMA	TUESDAY, 8th November, at 4 P.M.
SADO MARU ..... J. B. Murray	MARSEILLES, LONDON, & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	TUESDAY, 8th November, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central

A. S. MIHARA,
Manager.

Hongkong, 28th October, 1898. [11

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

EMPRESS OF INDIA...Comdr. C. P. Marshall, R.N.R. ....WEDNESDAY, 23rd Nov., 1898
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R. .....WEDNESDAY, 21st Dec., 1898
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. .....WEDNESDAY, 18th Jan., 1899

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder Street.

Hongkong, 27th October, 1898. [8

NORTH GERMAN LLOYD
(FREIGHT SERVICE).

HAMBURG AMERICA LINE.
(EAST ASIATIC SERVICE).

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS).

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATION.	SAILING DATES.	
* s.s. BABELSBERG ..... Capt. Piaff	HAVRE AND HAMBURG	8th November.	Freight and Passage.
s.s. ANDALUSIA ..... Capt. Schroetter	LONDON, HAMBURG, AMSTERDAM, AND ANTWERP	About 11th November.	Freight.
* s.s. STOLBERG ..... Capt. Formes	HAVRE AND HAMBURG	About 17th November.	Freight and Passage.
* s.s. SAVOIA ..... Capt. Jäger	HAVRE AND HAMBURG	About 2nd December.	Freight and Passage.

* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO.,
AGENTS.

Hongkong, 27th October, 1898. [1720

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Steamer	Tons.	Captain.	Proposed Sailing.
GLENOGLE	3,750	J. McGillivray	Nov. 1
VICTORIA	3,167	J. Truebridge	Dec. 6
TACOMA	2,553	A. Dixon	Dec. 10
GLENOGLE	3,750	J. McGillivray	Jan. 10

FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.
COLUMBIA	2,354	A. Gow	Nov. 12
LENNOX	3,077	C. Williamson	Dec. 24
COLUMBIA	2,354	A. Gow	Jan. 28
MONMOUTHSHIRE	2,874	W. A. Evans	Feb. 18

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, £47.

Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA, TACOMA, or PORTLAND, £28.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA TACOMA and PORTLAND to DYEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and *one copy must be sent forward by the steamer* to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash, for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods Shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & CO.,
General Agents.

Hongkong, 27th October, 1898. [9

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	BENGAL ..... L. M. Wibmer, R.N.R.	About 28th October	Freight or Passage.
LONDON	PAERAMATTA ..... C. F. Preston, R.N.R.	Noon, 29th October	See Special Advertisement.
YOKOHAMA VIA NAGASAKI & KOBE	ROHILLA ..... S. de B. Lockyer, R.N.R.	5 P.M., 29th October	Freight or Passage. (Passing through the Inland Sea)
LONDON	CANTON ..... D. C. Gregor, R.N.R.	About 5th November	Freight or Passage.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

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VESSELS ADVERTISED AS LOADING

DESTINATION.	VESSEL'S NAME.	FLAG & RIG.	CAPTAIN.	FOR FREIGHT APPLY TO.	WHEN DISPATCHED.
LONDON VIA SUEZ CANAL	Ulysses	Brit. str.	Brown	Butterfield & Swire	On 1st Nov., at 2 P.M.
LONDON	Canton	Brit. str.	Gregor, R.N.R.	P. & O. S. N. Co.	On or about 5th Nov.
LONDON, HAMBURG, &c.	Andalusia	Ger. str.	Schroetter	Carlowitz & Co.	On or about 5th Nov.
LONDON VIA STRAITS, &c.	Paramatta	Brit. str.	Preston, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
BREMEN VIA PORTS OF CALL	Sachsen	Ger. str.	Supmer	Melchers & Co.	On 9th Nov., at 9 A.M.
HAVRE & HAMBURG	Babelsberg	Ger. str.	Piaff	Carlowitz & Co.	On 8th Nov.
HAVRE & HAMBURG	Stolberg	Ger. str.	Formes	Carlowitz & Co.	On or about 2nd Dec.
HAVRE & HAMBURG	Savoia	Ger. str.	Jäger	Carlowitz & Co.	On 8th Nov., at 4 P.M.
MARSEILLES, LONDON, &c.	Sado Maru	Jap. str.	Murray	Nippon Yusen Kaisha	On 5th Nov., at Noon.
MARSEILLES VIA SAIGON, &c.	Sydney	Fren. str.	Aubert	Messageries Maritimes	On 5th Nov., at Noon.
VANCOUVER, v. SHANGHAI, &c.	Empress of India	Brit. str.	Marshall, R.N.R.	Canadian Pacific R. Co.	On 23rd Nov., at Noon.
VICTORIA, B.C., & TACOMA	Glenogle	Brit. str.	McGillivray	Dodwell, Carlill & Co.	On 1st Nov., at Noon.
PORTLAND, OREGON, &c.	Columbia	Brit. str.	Gow	Dodwell, Carlill & Co.	On 12th Nov., at Noon.
SEATTLE, WINGTON, v. KOBE, &c.	Kinshiu Maru	Jap. str.	Brown	Nippon Yusen Kaisha	On 8th Nov., at 4 P.M.
SAN FRANCISCO VIA S'HAI, &c.	Gaelic	Brit. str.	.....	O. & O. S. S. Co.	On 17th Nov., at Noon.
SAN FRANCISCO VIA JAPAN	Hupeh	Brit. str.	.....	P. M. S. S. Co.	On 1st Nov., at Noon.
NEW YORK VIA SUEZ CANAL	Ghazee	Brit. str.	.....	Dodwell, Carlill & Co.	On 9th Nov., Daylight.
NEW YORK VIA SUEZ CANAL	John Sanderson	Brit. str.	Smith	Shewan, Tomes & Co.	On or about 12th Nov.
NEW YORK	Mary L. Cushing	Amer. ship.	Pendleton	Siemssen & Co.	Quick despatch.
NEW YORK	Adolph Obrig	Amer. bk.	Amsbury	Arnhold, Karberg & Co.	Quick despatch.
NEW YORK	Paul Revere	Amer. ship.	Mullin	Carlowitz & Co.	Quick despatch.
NEW YORK	Rohilla	Brit. str.	Lockyer, R.N.R.	P. & O. S. N. Co.	To-morrow, at 5 P.M.
YHAMA VIA NAGASAKI & KOBE ...	Sanuki Maru	Jap. str.	Townsend	Nippon Yusen Kaisha	On 2nd Nov., at 4 P.M.
KOBE & YOKOHAMA	Kagoshima Maru	Jap. str.	Nunome	Nippon Yusen Kaisha	To-day, at 4 P.M.
NAGASAKI, MOJI, KOBE, &c.	Daphne	Ger. str.	Nissen	Siemssen & Co.	To-morrow, at 4 P.M.
NAGASAKI & VLADIVOSTOCK	Kwoiyang	Brit. str.	Outerbridge	Butterfield & Swire	To-day, at 4 P.M.
TIENTSIN	Bengal	Brit. str.	Wibmer, R.N.R.	P. & O. S. N. Co.	On or about 28th inst.
SHANGHAI	Yuensang	Brit. str.	Rolfe, R.N.R.	Jardine, Matheson & Co.	To-day, at 2 P.M.
MANILA	Sungkiang	Brit. str.	Rundle	Butterfield & Swire	On 1st Nov., Daylight.
MANILA	Yamashiro Maru	Jap. str.	Jones	Nippon Yusen Kaisha	To-day, at 4 P.M.
T'DAY ISLAND, TOWNSVILLE, &c.	Chingsha	Brit. str.	Moore	Butterfield & Swire	On 30th inst., Daylight.
SYDNEY, MELBOURNE, &c.	Guthrie	Brit. str.	Craig	Gibb, Livingston & Co.	On 5th Nov., at 5 P.M.
SYDNEY, MELBOURNE, &c.	Doncaster	Brit. str.	Braun	Butterfield & Swire	On 1st Nov.
SANDAKAN	Kashing	Brit. str.	Hopkins	Butterfield & Swire	On 1st Nov., at Noon.
SAMARANG & SOUBARAYA	Hiroshima Maru	Jap. str.	Tsuji	Nippon Yusen Kaisha	On 1st Nov., at Noon.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, R.N.R., will be despatched as above TO-DAY, the 28th inst., at 2 P.M.

This Steamer has superior accommodation for First Class Passengers.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 26th October, 1898. [2315

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG,"

Captain Outerbridge, will be despatched as above TO-DAY, the 28th inst., at 4 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 28th October, 1898. [2244

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"

Captain T. Moore, will be despatched on SUNDAY, the 30th instant, at DAYLIGHT.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the Eastern and Australian S. S. Co. and vice versa.

For Freight or Passage apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th October, 1898. [2139

OCEAN STEAMSHIP COMPANY, LIMITED.

FOR SANDAKAN.

THE Company's Steamship

"DEUCALION,"

Captain Branch, will be despatched on TUESDAY, the 1st November.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 25th October, 1898. [2293

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ULYSSES,"

Captain Brown, will be despatched as above on TUESDAY, the 1st Nov., at 4 P.M.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th October, 1898. [2295

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID,
NAPLES, GENOA, ANTWERP,
BREMEN, AND HAMBURG.
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

SACHSEN	Wednesday	9th Nov.
BAYERN	Wednesday	7th Dec.
PRINZ HEINRICH	Wednesday	4th Jan.
PREUSSEN	Wednesday	1st Feb.
SACHSEN	Wednesday	1st March.

ON WEDNESDAY, the 9th day of November, 1898, at 3 P.M., the Company's Steamship "SACHSEN," Captain H. Supmer, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 7th November. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY the 8th November, and Parcels will be received at the Agency's Office until NOON on THURSDAY, the 3rd November. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 7th October, 1898.

FOR NEW YORK.

THE 3/3 S.L.I. American Bark

"ADOLPH OBRIG,"

Captain Amsbury, is ready to take cargo for above port and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & CO.

Hongkong, 6th September, 1898. [1889

FOR NEW YORK.

THE 3/3 S.L.I. American Ship

"MARY L. CUSHING,"

Pendleton, Master, will have quick despatch.

For Freight, apply to
SIEMSSEN & CO.

Hongkong, 22nd September, 1898. [1987

FOR NEW YORK.

THE 3/3 S.L.I. American Ship

"PAUL REVERE,"

Mullin, Master, will load here for above port and will have quick despatch.

For Freight, apply to
CARLOWITZ & CO.

Hongkong, 7th September, 1898. [1848

VESSELS ON THE BERTH

MOGUL WARRACK MILBURN LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GHAZEE"

will be despatched as above on SUNDAY, the 6th November, at DAYLIGHT.

To be followed by the

S.S. "BRAEMAR" sailing about 14th Dec., 1898.
S.S. "ENERGIA" do. 31st Dec., 1898.
S.S. "MOGUL" do. 15th Jan., 1899.

For Freight or Passage, apply to
DODWELL, CARLILL & CO.,
Agents.

Hongkong, 22nd October, 1898. [1790

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HUPEH (via Nagasaki, Kobe, Yokohama, and Honolulu	TUESDAY, Nov. 1, 1898, at NOON.
CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	TUESDAY, Nov. 8, 1898, at NOON.
CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, Nov. 29, 1898, at NOON.
CITY OF RIO DE JANEIRO (v. Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	THURSDAY, Dec. 22, 1898, at NOON.

THE Company's Chartered Steamship "HUPEH" will be despatched for SAN FRANCISCO, VIA NAGASAKI, KOBE, YOKOHAMA, and HONOLULU, on TUESDAY, the 1st November, 1898, at NOON, taking Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of $4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 27th October, 1898. [3

EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)

THE Steamship

"GUTHRIE,"

Captain Craig, will be despatched for the above ports on SATURDAY, the 5th November, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A stewardess and a duly qualified Surgeon is carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 25th October, 1898. [2299

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the MOGUL LINE of STEAMERS, leaving SHANGHAI for Delagoa Bay, Durban, and Cape Town every fortnight.

CALCUTTA for CAPE TOWN every fortnight.

For freight and further particulars, apply to
DODWELL, CARLILL & Co.,
General Agents for China and Japan.

Hongkong, 4th August, 1897. [16

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"PARRAMATTA,"

Captain C. F. Preston, R.N.R., carrying Her Majesty's Mails, will be despatched from this port for BOMBAY, &c., on SATURDAY, the 29th OCTOBER, at NOON, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 17th October, 1898. [1

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX,
PORTS OF BRAZIL AND RIVER PLATE.

ON SATURDAY, the 5th November, 1898, at NOON, the Company's Steamship "SYDNEY," Captain Aubert, with Mails, Passengers, Specie, and Cargo, will leave this port for MARSEILLES via BOMBAY.

The S.S. "VILLA DE MADAGASCAR" Mixte vessel takes on her passengers and mails, leaving that port on the 17th November, direct to Suez, Port Said, and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 5 P.M. on the 4th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 25th October, 1898. [2

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GAELIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	THURSDAY, Nov. 17, 1898, at NOON.
DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	THURSDAY, Dec. 8, 1898, at NOON.
COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	THURSDAY, Jan. 5, 1899, at NOON.

THE Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 17th November, 1898, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, on embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 26th October, 1898. [4

VESSELS ON THE BERTH.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"JOHN SANDERSON,"

Captain Smith, will be despatched for the above ports on or about the 15th November.

To be followed by the

S.S. "GLENGYLE" sailing about 25th November, 1898.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 27th October, 1898. [2184

NOTICE TO CONSIGNEES.

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship

"SAXONIA,"

Captain E. Jaeger, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst. will be subject to rent.

All broken chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst.

No Fire Insurance has been effected.

SIEMSSEN & CO.,
Agents.

Hongkong, 24th October, 1898. [2207

STEAMSHIP "OCEANIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre ex s.s. *Tigre*, and from Bordeaux ex s.s. *Ville de Valenciennes*, *Verbeckmoes*, and *Pt. Leroy Lallier* in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 3 P.M., TO-DAY (TUESDAY), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after TUESDAY, the 1st November, at 5 P.M., will be subject to rent and landing charges.

All Claims must be sent in to me on or before TUESDAY, the 1st November, or they will not be recognised.

All Damaged Packages will be examined on TUESDAY, the 1st November, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 25th October, 1898. [2

"WARRACK" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

SS. "LENNOX" FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd prox., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL, CARLILL & CO.,
Agents.

Hongkong, 25th October, 1898. [2254

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CEYLON,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 1st November, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 26th October, 1898. [1

WORTH A GUINEA A BOX.

BEECHAM'S PILLS
FOR ALL BILIOUS AND NERVOUS DISORDERS

ANNUAL SALE SIX MILLION BOXES.
The 1s. 1½d. Box contains 56 Pills.
Price 50 Cents.

Prepared only by the Proprietor—THOMAS BEECHAM, St. Helens, ENGLAND.
SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA—WATKINS & CO.
431 56, Queen's Road Central, Hongkong

FURNITURE WAREHOUSE.

AT KWONG LOONG,
CABINET MAKER AND ART DECORATOR,
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FURNITURE STORE
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The only Shop in Hongkong with this name.

Where HIGH GLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Limited, Jardine, Matheson & Co., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., desire to inform their patrons in China, that Mr. KWONG LOONG formerly the Manager to our Depository, can give to every satisfaction.

(Sd.) A. S. WATSON & CO., Limited.

Orders punctually attended to and Catalogue on application.

AN INSPECTION INVITED.

Hongkong, 1st September, 1898. [1886

SHIPPING IN PORT.

HONGKONG.

STEAMERS.

Active, Norwegian str., 987, Andersen, Oct. 24, Dodwell, Carlill & Co.
Ceylon, British steamer, 2,037, Daniel, Oct. 26, P. & O. S. N. Co.
Daphne, German str., 1,271, Nissen, Oct. 26, Siemssen & Co.
Deucalion, British str., 1,375, Branch, Oct. 24, Butterfield & Swire.
Deuteros, German str., 1,061, Dealer, Oct. 26, Siemssen & Co.
Doyo Maru, Japanese str., 1,231, Sakajo, Oct. 27, Nippon Yusen Kaisha.
Elbe, German steamer, 993, Petersen, Oct. 27, Jebsen & Co.
Fatshan, British str., 1,452, J. Dick, H. C., & M. Steamboat Co., for Canton.
Formosa, British str., 698, Douglas, Sept. 25, Douglas Lapraik & Co.
Glenogle, British str., 2,399, McGillivray, Oct. 31, Jardine, Matheson & Co.
Haiphong, French str., 1,441, Mlaud, Oct. 20, Messageries Maritimes.
Hankow, British str., 2,235, C. V. Lloyd, Butterfield & Sw